

THE LITERARY DIGEST

(Title registered in the U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Vol. LXXXV, No. 4

New York, April 25, 1925

Whole Number 1827

TOPICS • OF • THE • DAY

(This title registered in U. S. Patent Office)

FRANCE'S FINANCIAL PLIGHT

FRANCE'S EASTER EGGS ARE BITTER," remarked a distinguished French statesman, referring to the political and financial crisis which threw the Herriot Government out of office on Good Friday and left France without a Premier until after Easter. When French statesmen, financiers and editors agree that France is in a serious financial plight, it is only to be expected that our own newspaper writers take their word for it. Altho, whatever they may think of the fiscal status of the French Government, they do not fail to remember that French resources are great and the French people prosperous, thrifty and industrious. But the great problem is how to apply this national wealth to the revenues of the Government and the extinction of its debts. The main fact, as gathered from the dispatches, is that the French Government can neither borrow more money to pay loans falling due in the near future, nor can it secure parliamentary approval of any tax-raising measure which will bring in the necessary funds. The most hopeful sign is seen in the very fact that the leaders of France are now publicly admitting the realities of the case and bringing the people face to face with the facts.

The best authorities in our own capital, according to Mark Sullivan of the *New York Herald Tribune*, have no doubt that France will come through without disaster, but they do not expect the immediate crisis to be the last; "the great expectation is that there may be some months of strain yet before France finally arrives at the mood which will accept the unescapable." "It is a pretty sad picture" that Premier Herriot painted in the Chamber of Deputies on his last appearance there as head of the Government, observes a correspondent for the *Consolidated Press*—no money in the treasury, returns from taxes inadequate, the necessity of refunding over a billion dollars in the next few months to French bondholders who insist on cash, and finally, the admission that for some time past "the weekly returns of the Bank of France had been faked

in order to conceal the inflation which has been practised for many months to help out the immediate requirements of the treasury." France, says the *Washington News*, is facing its "financial Verdun." The effort now, according to the *Boston Globe*, "is to keep the franc from going the way of the ruble, the krone, and the mark." But the very sharpness of the pinch, suggests the *Boston News Bureau*, "may be just the pressure needed for all around realization and reform."

The uppermost fact about the situation, as the *Newark News* sees it, "is that France is beginning to realize that she must dig down into her pocket and find the money somehow to maintain her solvency." In the words of the late Premier, "the time of illusion is past; no miracle will solve the problem created by the size of our debt." Similarly Joseph Caillaux, who after his years of exile and disgrace returns to power as Finance Minister in the new Painlevé Cabinet, says "it is useless for people to be under any illusion; I am not a magician and I have not a conjuring stick."

These open statements are greeted by our editors as a welcome contrast to the more secretive policy that has until recently been followed. Successive gov-

ernments, according to the *New York World*, "have run the Bank of France as if it were a private banking house, and a none too stable banking house, of their own to manage." "Regularly and unscrupulously," says the *Baltimore Sun*, "the politicians have tried to fool the nation as to the condition of the Treasury. From idle assertions that Germany could pay all the costs of the war they proceeded to spendthrift borrowing, and now to inflation, while denying publicly that any such policy was considered." But this disillusionment, reasons the *Pittsburgh Sun*, will be a good thing for France in that it will stir up a more lively sympathy for her in creditor lands: "there has been little basis for understanding while demagogues were telling the French voters that Germany would pay for the war on the



DRURY COLLEGE LIBRARY

Springfield, Missouri



one hand, and France's creditors forgive her all her debts, on the other."

As one Paris correspondent sees it, the answer to the question why the French Government is so nearly bankrupt while the people are prosperous may be put like this: "France's high public officials are so tender-hearted they can not replace four inefficient functionaries with one who could easily do the work; and, furthermore, the French people are constitutionally opposed to facing the truth and submitting to taxation measures that are employed in all civilized countries." And the *Washington Post*, in an editorial that may have been written by ex-Ambassador George Harvey, tells us that:

"One of the causes of the present financial crisis in France is the inveterate habit of the French peasant of hoarding gold and silver money. It is estimated by French banking experts that over two billion francs in gold and silver money is lying in the traditional woolen stockings or concealed under the hearthstones in the peasants' cottages.

"Two billion francs in gold and silver would do much to stabilize the franc and strengthen its position in the money markets of the world."

But the greatest evil from which France is now suffering financially, in the opinion of the *Omaha World-Herald*, "is the reckless policy of militarism which has multiplied expenditures beyond the power of France long to endure":

"Her great army is virtually still on a war basis, while other countries have cut down to a peace basis. France is still taxing herself to maintain by all odds the greatest army in the world. She is experimenting with imperialism, and training armies of African races to fight her battles. France is paying the penalty for her militarism and her imperialistic ambitions."

The truth, as the *St. Paul Dispatch* sees it, "is that France in attempting to hold the military and political hegemony of Europe, has been filling a position beyond her economic power." And yet, tho she is practically existing on borrowed money, "she refuses to enter a disarmament conference, in the interests of peace and economy." France, according to the *Dallas News*, "is suffering the consequence of having capitalized its reparations claim against Germany at only a little less than par, only to discover that it will do well to get only a fourth of its amount." The *Providence Journal* finds one main reason

for France's present embarrassment in the enormous sums she has lent "to Poland, Czecho-Slovakia, Roumania, and Jugo-Slavia, for political reasons." Some hint as to how France's creditors think of her present plight is given by Ashmun Brown, who says in a Washington dispatch to the *Providence Journal* that the following beliefs are apparently held by the members of the War Debt Funding Commission and to a great extent shared by the entire Administration:

"First, that France is spending more for military purposes than an impoverished debtor should spend; second, that this large spending, at the present rate of taxation, makes it impossible for France to give adequate attention to planning for the funding of her obligations on a sound and reasonable basis; third, that the extraordinary productivity of French industry and a wholesome condition of business existing in that country justifies the French Government in imposing higher rates of taxation, rates that should come nearer to those existing in the United States and Great Britain, the countries to which the French owe the most money; fourth, that a continuation of the present system of French Government financing on borrowed capital is not only unfair to the creditor nations, but promises to be disastrous to France herself, whose credit notably has weakened."

But what is to be done in the way of reform? Theoretically, says *The Nation* (New York), there are three possible ways of facing the situation: "by inflation of the currency, by new loans, or by heavier taxation." And we read:

"France has an easy habit of indirect taxation; her rich men reluctantly accepted the income-tax law, and have never made their returns with anything like Anglo-Saxon honesty. Herriot proposed a capital levy. The very words shocked France. Herriot himself was frightened to hear himself utter them, and invented the phrase 'voluntary contribution' as a substitute. His opponents seized their moment, and defeated him on a vote of confidence in the Senate.

"But more taxes must come—and something which, whether it bear the name or not, includes the reality of a capital levy. So Herriot's fall only means that another man will try what he set out to do."

"France is going to get on its feet, if at all, by economy, a budget balanced by taxation, reduction of expenses, modern improvements in production, and not by the efforts of any fairy godmother," we read in the *New York American*. This Hearst paper also prints a statement given to Universal Service by





Joseph Caillaux a few days before he accepted the Finance Ministry of France. Caillaux says there are only one or two medicines for national financial diseases:

"Work and economy. That is the regimen. A just and merciless imposition of taxes on all incomes, large and small, without exception or distinction, and an inexorable taxation of opulence—such are the remedies. Such are the only remedies."

"A thorough economic survey, the revalorization of the franc, and practical relief at the hands of the world at large" seem to the New Haven *Journal-Courier* to be now in order for France. The argument for revalorization is made by an unnamed New York international banker in a *Wall Street Journal* interview. He thinks that the French authorities should realize that a return to pre-war gold parity would bankrupt almost every industry and trade in France, while the French Government debt could not possibly be repaid in gold francs. So he suggests that the French Government fix a new gold basis for the franc around its present exchange value.

If France can not obtain the loans abroad and can not increase taxes at home, the probabilities would favor the evolution of an international plan for the salvation of the country; in other words a Dawes plan for France, suggests the *Washington Post*. But the political situation in France leads a number of our editors to suggest that France needs stable politics in order to have stable finances.

This sentence will be made more intelligible by a brief outline of the political situation and recent political happenings in France. Last May there was elected a new Chamber of Deputies consisting of 584 members divided into these six major groups:

"Royalists, 11 (Daudet); Republicans, 232 (Poincaré, Mille-
rand, Tardieu); Radicals, 41 (Loucheur); Socialist-Radicals, 130 (Herriot, Briand, Caillaux); Socialists, 140 (Blum, Longuet); Communists, 30 (Cachin). It is to be remembered that the party which the French call 'Radicals' corresponds roughly with the People's party of big industrialists in Germany, while the 'Socialist-Radicals' would, in England, be called Liberals."

With the support of the Radicals, the Socialist-Radicals and Socialists, and occasionally the Communists, Herriot held power by a strong paper majority in the Chamber. But the Socialists, while generally supporting him, refused to share political respon-

sibility through representation in the Cabinet. Herriot's record, as far as foreign affairs is concerned, is generally commended by our press, altho some suggest that he has been a little weak and tentative. The recent crisis was precipitated by the resignation of Finance Minister Clementel, on April 2, after Premier Herriot had disavowed his statement on the necessity for the further inflation of the currency. A new Finance Minister was appointed and a plan was brought forward for a forced loan (in effect, a capital levy) as an emergency taxation measure. It soon developed that Herriot had lost the support of the Senate, in general composed of older and more conservative men than the Chamber of Deputies. His position was weakened by admissions of the Government's ticklish financial situation, and also by other issues like that of France's representation at the Vatican. On April 10, Good Friday, Premier Herriot resigned, when he failed by 22 votes to win a vote of confidence in the Senate. It developed that the Treasury had been borrowing beyond the legal limit from the Bank of France. So in spite of Herriot's fall, the French Parliament passed an emergency measure raising the legal limit of paper francs from 41,000,000,000 to 45,000,000,000 and increasing by 2,000,000,000 francs the limit on the Bank loans to the Treasury. In his final speech in the Senate, Herriot said that France faces this year payments of 7,000,000,000 francs on foreign debts (not including inter-allied war loans) and 21,000,000,000 francs on domestic loans. In the meantime the budget is expected to just meet the Government's regular requirements, over half of which is for service on debts. And recent disclosures made new borrowing, either at home or abroad, almost impossible. "You see," said Herriot, "there is no use to envy any government which might assume power." After the resignation of Herriot, President Doumergue asked ex-Premier Briand to form a new Cabinet. He was unable to do so and finally, on the 15th, Paul Painlevé, President of the Chamber and a former Premier, agreed to form the Cabinet, in which he included such figures as Aristide Briand and Joseph Caillaux.



VON HINDENBURG AT THE FRONT AGAIN

PAUL LUDWIG HANS ANTON von Beneckendorff und von Hindenburg, Field Marshal of Germany, may be the next President of the German Republic. This startling prediction is made by dozens of American newspapers, following the preliminary election on March 29, when it was realized that another candidate would have to be found to supplant Dr. Karl Jarres, candidate of the German Nationalist party. Von Hindenburg is that candidate, altho, remarks the *Cleveland Plain Dealer*, "he is utterly out of sympathy with the Republic. He is a militarist, an imperialist, unbending monarchist, and the foe of democracy. He still considers himself a subject and servant of the former Kaiser." The issue in the campaign, says the *Washington Star*, "will be between republicanism and monarchism; between a continuation of the democratic form of government and the restoration of Hohenzollern rule. Upon the election of April 26 may rest the peace of Europe, the peace, indeed, of the world."

A part of the campaign literature of the Field Marshal's opponents consists of a small biography of Abraham Lincoln. "Millions of copies have been scattered broadcast by the Republican parties as a symbol of their hope and ideal for a new Germany," says Edgar Ansell Mowrer in a Berlin dispatch to the *Chicago Daily News*.

Opposing von Hindenburg will be Dr. Wilhelm Marx, former Chancellor and the outstanding figure in the Centrist party. He has shown considerable intellectual and moral force, we are told, in reconstructing Germany. On the face of the returns from the preliminary election, the probabilities seem to favor Marx. The combined Republican candidates polled nearly 14,000,000 votes as against a little more than 11,000,000 for the Nationalist groups. But the Nationalists believe the personal popularity of their candidate, who is still a war idol in Germany, will bring out enough "stay-at-home" voters to win, particularly since General Ludendorff has withdrawn his candidacy, and is aiding von Hindenburg. According to the *Philadelphia North American*:

"At the election on March 29 there were seven candidates, with these approximate results: Jarres, backed by the Nationalists and other reactionary parties, 10,400,000 votes; Held, Bavarian People's party, 1,000,000; Ludendorff, Fascist, 285,000; Braun, Socialist, 7,800,000; Marx, Centrist, 3,900,000; Hellpach, Democrat, 1,570,000; Thaelmann, Communist, 1,870,000. Since a majority of the total was necessary to a choice, there was no decision; but the candidate who receives the highest vote on April 26 will be elected.

"After keen negotiations the three Republican parties—Centrists, Democrats and Socialists—united on Dr. Marx as their candidate at the second election. The Monarchist parties at first proclaimed that their combined strength would be put behind Jarres, who had led the first poll; but his candidacy proved uninspiring, and he himself joined in the demand that arose for the naming of von Hindenburg, the idol of war-time Germany and the outstanding representative of the monarchical tradition."

Will von Hindenburg's nomination upset the negotiation

of the security compact which was to insure the peace of Europe? Is it the secret hope of the Nationalists that he will pave the way for the nomination of some prince as his successor—until the former Crown Prince's eldest son is old enough to fight for the imperial throne? Or will the Field Marshal, if elected, consider himself the Republican President of a Republican State? Will the forces which put through his nomination accept the Dawes plan? Will he build up the German Republic or reconstruct the old Empire? Can this right-hand man of the former Kaiser overcome his life-long training in his few remaining years? Is all that Germany has done thus far to restore peace and bring about self-government to be undone? These, remarks the *Buffalo Evening Post*, "are some of the questions that the whole civilized world is asking."

Berlin Nationalists, says a dispatch from the German capital to the *New York Times*, maintain that if von Hindenburg is elected, it will not mean an immediate return to the monarchy, or even a strong campaign in favor of the monarchy. The General, we are reminded, has repeatedly come out in

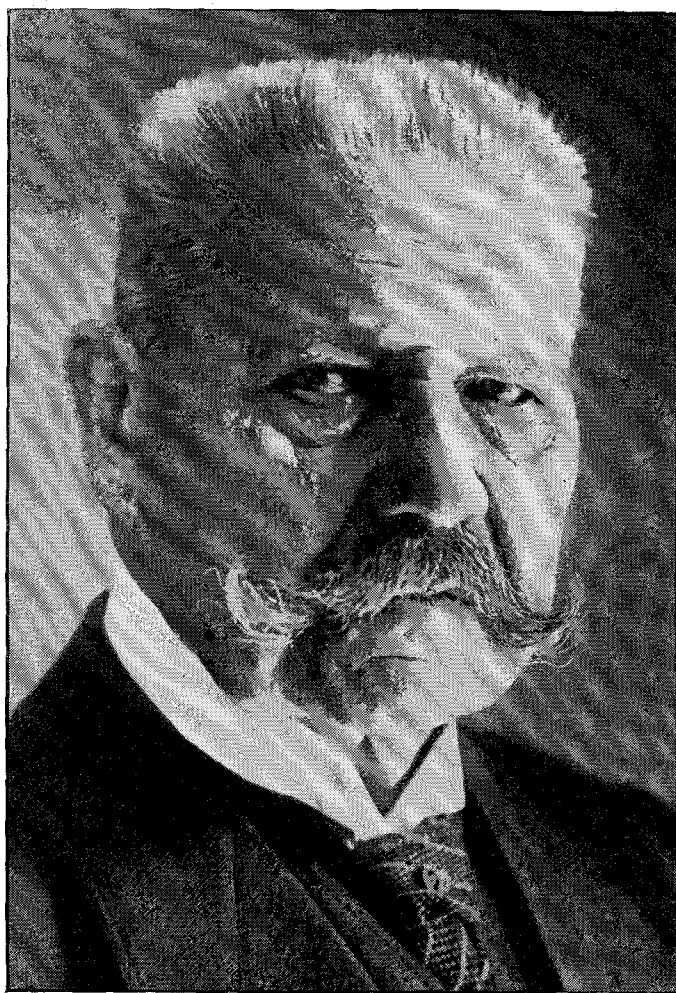
favor of the German Republic. Said he, following his nomination:

"Patriotic citizens of every part of Germany have offered me the highest office in the Reich. I accepted the call after serious consideration, in loyalty to the Fatherland.

"My life lies clear before the world. I believe I did my duty in the hard times. If this duty now commands me to act as President on the basis of the Constitution, regardless of party, person, origin or profession, nothing will be wanting on my part.

"As a soldier I always thought only of the whole nation, not parties. Parties are necessary to the parliamentary rule of the country, but the head of the State must be above parties, independent of them, and must conduct the office for the benefit of every German."

Von Hindenburg refused twice to run for the Presidency, and refused emphatically. Admiral von Tirpitz is said to have



Photograph by Underwood & Underwood

A STALKING-HORSE FOR THE FORMER KAISER?

Field Marshal von Hindenburg, after six years of quiet retirement at his Hanover villa, consented early this month to run for the Presidency of the German Republic, in Germany's first popular election for a ruler. The election of April 26 is expected to decide whether Germany will remain a republic or revert to a monarchy.

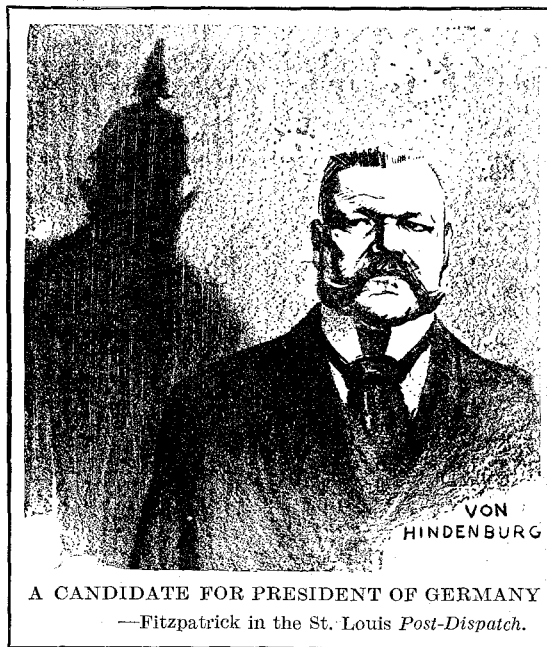
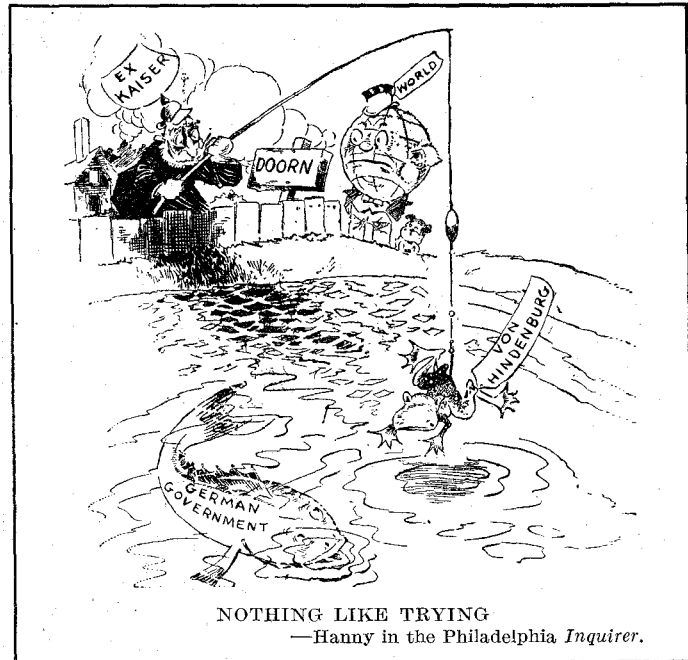
persuaded him to change his mind, but political circles in Berlin, says one correspondent, are convinced it was a letter from the former Kaiser in Doorn. This, however, Wilhelm denies. Be that as it may, we read in a Berlin dispatch to the New York Times that—

"Von Hindenburg will prove a most formidable competitor to Dr. Marx, in that he enters the race with a more firmly coordinated political organization behind his candidacy than that constituting the so-called Weimar coalition. The latter, by virtue of the hybrid character of its component parts, is anything but a smoothly running campaigning machine.

"That von Hindenburg is possess of a strong popular appeal is freely conceded even in Liberal quarters. To many he continues to be the national idol of Germany. He was popular with the soldiers at the front, and his post-war attitude toward the various régimes which succeeded the monarchy has been one of rigid objectivity and impartiality. His aloofness from party bickerings and his steadfast refusal to be drawn into politics are cited as qualities which fit him for the post of President."

"To his old admirers," notes the New York Sun, "von Hindenburg is still the conqueror of the Russians, the Chief of the General Staff, the leader who offered to take the place of the Kaiser if he were brought to trial." "In time of crisis," recalls the Pittsburgh Sun, "he stood by President Ebert because he believed Ebert was doing more than any other man could do for Germany." In the opinion of the Brooklyn Eagle, von Hindenburg is the most popular figure in Germany and "the strongest candidate the Nationalists could have put forth." Continues The Eagle:

"There are two ways of looking at the present situation. From one point of view it seems unfortunate that von Hindenburg should have stepped down from his pedestal to please the Monarchists. He can not bring back the old order of things. All he can do is to create a serious issue and confuse Germany's first popular election for a ruler. But there may be a definite gain in the experiment. It is worth a lot for the German people to go to the polls and register their preferences. If, as it seems reasonable to expect, Republicanism wins, nothing better could happen. Such a result would



make for stability in Germany, and the Monarchists would understand at last that they cherish a forlorn hope."

To the Baltimore Sun, the nomination of the Field Marshal "is by no means as stupid as it appears at first glance. In fact, it has aspects of shrewd politics." As the Baltimore paper points out:

"He probably will swing a large number of Socialists away from the liberal coalition to vote for the Communist candidate. Furthermore, Prince Rupprecht of Bavaria has practically renounced the claims of the Catholic house of Wittelsbach, in the event of a monarchical restoration, in favor of Wilhelm Friedrich, seventeen-year-old son of the former Crown Prince. If the rivalry between these two houses—the Wittelsbachs and the Hohenzollerns—is really cleared away in favor of the latter, many Bavarians who formerly voted

Centrist may be inclined to swing toward the Right.

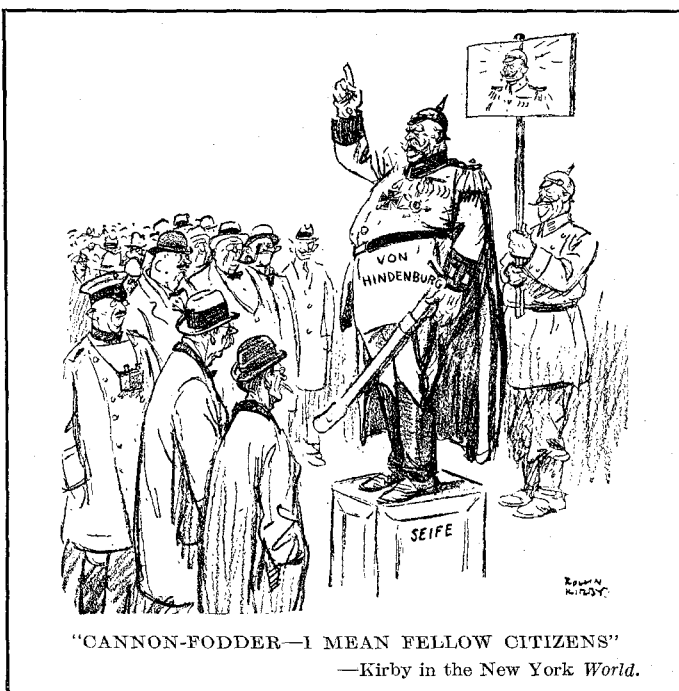
"Lastly, there is the personal character of von Hindenburg, who is by no means the brute incarnate he has been pictured."

"He alone has retained his hold on popular favor," agrees the Minneapolis Tribune, which goes on:

"The Germans regard von Hindenburg much as the South regarded Robert E. Lee. Since the signing of the Armistice, he has never pushed forward his opinions, and has never become embroiled in any of the factional wars. While Ludendorff has been making a fool of himself attempting to foment revolutions and what not, von Hindenburg has shown a sense of the fitness of things by living simply and unostentatiously."

Not to be outdone, the Columbus Ohio State Journal compares the idol of the German Army to a Northern leader. "Von Hindenburg has somewhat the same political strength in Germany that General Grant had in this country in 1868," we are told. Moreover, says this Ohio paper:

"While the present outlook undoubtedly is for the defeat of the liberal elements perhaps the wonder is not the weakness of Republican sentiment in Germany, with its long monarchical tradition and its disciplined and more or less standardized population, but its strength. There seems to be no danger of a relapse





to Kaiserism, even if the Junkers are placed temporarily in the saddle."

On the other hand, the Providence News declares just as emphatically that "if von Hindenburg wins on April 26, the days of the German Republic will be numbered. There would come into power at Berlin all those sinister forces that are now plotting another 'tag.'" "The possibility of his election alarms most Germans who are familiar with the necessities of the German foreign situation," agrees Edgar Ansell Mowrer, Berlin correspondent of the Chicago Daily News, and the Albany Knickerbocker Press believes "the election of von Hindenburg would mean new problems for all the world, some of them dangerous. Much ground that has been regained since the war would be lost." And Germany can not afford to do anything now that savors of a challenge to the Allies, remarks the Providence Journal. Other objections to von Hindenburg are thus dwelt upon by the Springfield Republican:

"Von Hindenburg is almost seventy-eight years old. If he should be elected, the chances would be against his living through the seven years' term. Even if he should live, he might be incapacitated, a mere figurehead at a time when the office calls for active service. In any event, he lacks the political knowledge and training which so important an office requires."

According to a Berlin dispatch to The Associated Press, "now that von Hindenburg has entered the arena of practical politics, he no longer is accorded the same consideration by the political and military critics that he enjoyed during his post-war retirement, and the initial stage of his campaign finds his military record a target for fierce attacks." Nor is Dr. William Marx, von Hindenburg's political opponent, idle. In a speech at Koenigsberg, the former Chancellor warned the German people that the Field Marshal's election would arouse the entire world against Germany, and plunge the German Republic into new misery.

"If von Hindenburg should be elected," agrees the New York World, "there will be only one conclusion drawn in the United States: that Germany is ready to scrap her experiment with democracy, is turning back to Kaiserism, is considering revenge, and is ready to throw over her friends in the United States." "Win or lose," avers the Hartford Times, "his candidacy can not help creating an undesirable psychological situation at a time when the world needs to abandon nationalism and put its faith in cooperation and international agreement." "Whatever prestige Germany has gained among the Allies would be greatly impaired by the election of the Field Marshal," thinks the Kansas City Star. To quote the Chicago Tribune:

"We can understand the appeal monarchism and memories of power and prosperity connected with it have to many millions of the German people, but the past can not be restored—it never is—and to thrust von Hindenburg forward for the Presidency of the German Republic is to wave a red flag in the face of every enemy of Germany in Europe, reinvigorate the parties and leaders most hostile to her in every country, give new life to the accusations of German belligerency and bad faith, and rouse distrust in America."

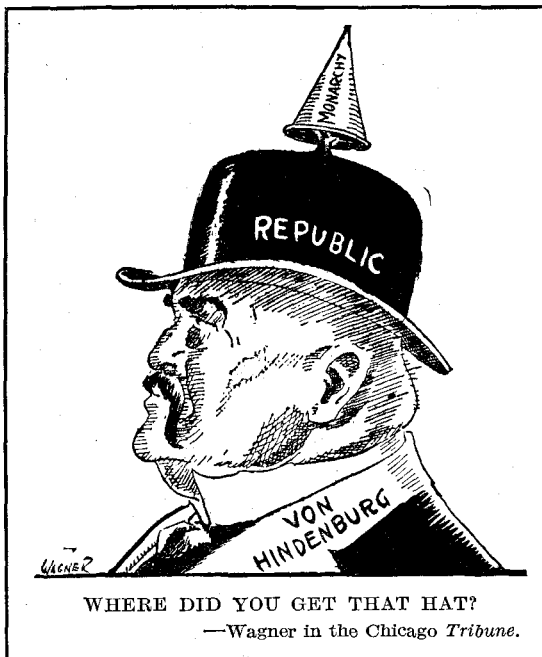
"There is real danger to German interests in von Hindenburg as President," asserts the New York Evening Post, which goes on to say:

"Von Hindenburg in the President's palace would be regarded as a stop-gap between republicanism and imperialism. The effect upon France would be profound. Great Britain would feel it as the cold wind that comes before a bleak and bitter dawn."

"If Red Russia were summoning a Grand Duke Nicholas to take the place left empty by the dead Lenin, that would parallel this German move to bring the von Hindenburg of 1914-25 into the President's palace."

"Outside of Germany the effect of von Hindenburg's election would be most unfortunate. In France there would be renewed tension and a swift hardening of the French attitude toward all things German. Frenchmen would feel that reparations, the Dawes plan and the Versailles Treaty were all endangered by a von Hindenburg victory."

"In sum, Germany would throw away much that she had gained."



A BLOW TO COMPULSORY ARBITRATION

A PACKING-HOUSE IN KANSAS wins a Supreme Court decision affecting its employees' wages and hours of work, and the event is celebrated by organized labor as "its greatest legal victory in a generation." For when the United States Supreme Court sustained the appeal of the Charles Wolff Packing Company, of Topeka, against an order of the Kansas Industrial Relations Court fixing terms of employment in its slaughtering and packing plant, our highest tribunal incidentally dealt a staggering blow to the policy of compulsory arbitration in labor disputes; and compulsory arbitration is strenuously opposed by the American Federation of Labor. This Supreme Court ruling, which seems to destroy the very foundations on which the Kansas Industrial Relations Court was built, "will meet the approval of fair-minded leaders in both labor and capitalistic circles," thinks the *Hartford Times*. But in labor disputes there is a third party, the consuming public, whose interests are also involved. And it will be recalled that it was to guard the interests of the public that Gov. Henry J. Allen and the Kansas Legislature established the Industrial Relations Court in 1920, after the coal strike of the preceding year had inflicted hardship and suffering upon the public. Says David Lawrence in the *Springfield Republican*: "The decision weakens the position of 'the party of the third part', and makes it necessary for the consumer or the public generally to adopt other means of persuading the rival interests to come to an agreement so the public will not suffer injury through strikes." To quote further from Mr. Lawrence's Washington dispatch:

"While the case involved an interpretation of the Kansas Industrial Court Act, its application is broader than the destruction of a single statute. It bolsters up the view-point of those members of Congress who have insisted that anti-strike clauses, when inserted in transportation legislation and any other compulsory form of settling disputes, would be declared invalid by the highest court in the land.

"The Supreme Court lays down the broad principle that an employer can not be forced to keep employees at wages and hours which make it impossible for him to operate his business as he wishes to, and that employees can not be compelled to work, if they do not like their hours or wages of employment, in the absence of a contract. In other words, capital and labor have the same right to negotiate agreements or contracts, the same liberty of action, and neither can be compelled by law against its will to submit to conditions regarded as burdensome.

"Labor has all along contended that compulsory arbitration was a violation of the Constitution, which guarantees freedom of contract to everybody, but the Kansas law introduced the idea that some businesses were vested with a public interest and that 'public necessity' in effect superseded any other consideration.

"The Supreme Court holds that the packing business was not vested with such a public character, altho the preparation of foods affect the public. The court did not indicate what business it would regard as a public necessity, but the language of the decision is such that it would be difficult to imagine any kind of business that would permit the compulsory arbitration principle to be applied. In case of public necessity, the State always has the right to pass laws taking over public utilities or resources and operating them for the benefit of the public, but there is no means available to make an employer pay his employees certain wages, and there is no law compelling any man to work against his will.

"Entirely apart from the merits of the Kansas case, the decision affects the controversy going on between the railroads and employees' unions with respect to settlement of disputes. Labor contended that the present Transportation Act was not to be construed as compulsory arbitration, tho the railroads insisted that striking shopmen a few years ago were violating a law and 'striking against the Government' when they chose to disregard the Railroad Labor Board's rulings.

"Since that time the railroads themselves have taken the view that the labor board can not compel obedience with respect to wages or hours of labor or any other rules. In view of this situation, labor has advanced the proposal that machinery be created which is purely voluntary in its operation so that mediation and conciliation can be attempted by competent tribunals.

Underlying this proposal, however, is a recognition fundamentally that there can be no compulsion by law and that only the forces of public opinion can be brought into play in appealing to the reason and sense of justice of the contending parties."

The Supreme Court "completely destroys the Kansas Industrial Court Act," declares President William Green of the American Federation of Labor; and Kansas officials agree, according to a Topeka dispatch to the *New York Times*, that the decision "virtually nullifies the primary functions" of this famous Kansas experiment in industrial legislation. In the *Topeka State Journal* we read:

"Action by the United States Supreme Court in reversing the Kansas court's decision in the Wolff Packing Company case virtually wipes out the provisions of the industrial court law in this State. It probably extends, also, to the welfare law which was passed by the legislature in 1913. Basic principles of the labor court act in Kansas were jarred some months ago when the United States Supreme Court rendered its first decision in the Wolff case. To-day's order apparently gives the packing company a complete victory.

"In its order the industrial court sought to control working conditions, hours, wages and the number of employees of the Wolff Company, without regard to the ability of the company to earn a profit. General provisions of this order were upheld by the State Supreme Court. On an appeal the higher tribunal declared that the order was confiscatory, and declared that it was beyond the power of the State body to fix wages of the employees. The State Court was then called upon to interpret the decision. It ruled that the industrial court retained the right to fix hours and working conditions. The packing company took another appeal. This time there seems little doubt as to the far-reaching effect of the order.

"Compulsory arbitration provisions of the industrial court law were held by the Kansas tribunal to be constitutional. To-day the United States Supreme Court held that no State body could compel employer or employee to submit differences to a board of arbitration, or, in the case in Kansas, the Court of Industrial Relations. In substance the order seems to mean that the industrial court was without power to compel the bringing of a wage dispute before it, and that the matter could and should be settled in a manner agreed upon by employer and employee.

"Having previously held that State bodies can not fix wages of persons employed in industries, the Supreme Court supplements the order by declaring that it is unconstitutional to attempt to fix the hours and working conditions of employees."

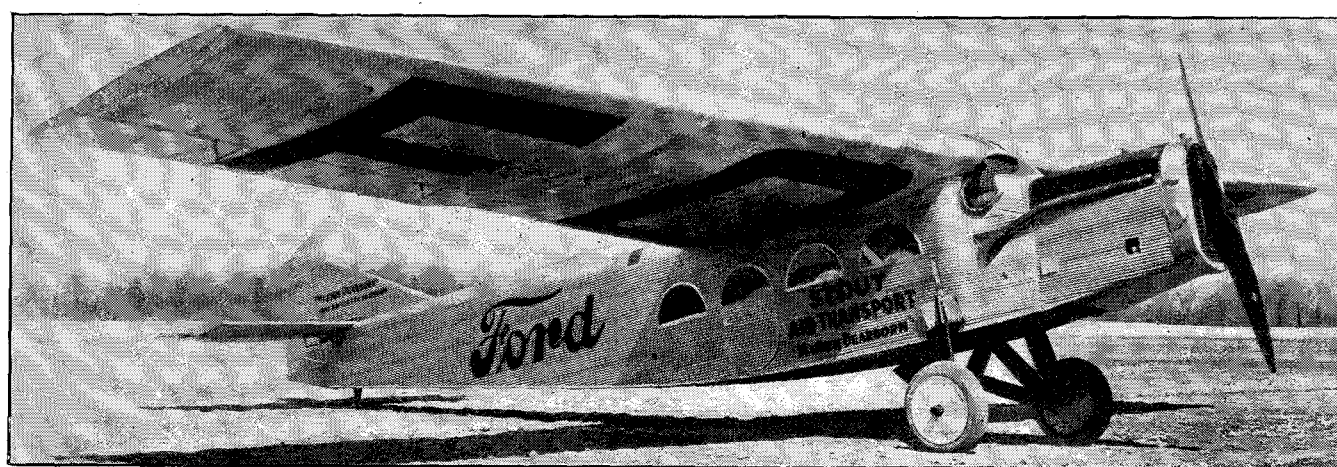
In declining to sustain the order of the Kansas court, the Supreme Court's opinion says in part:

"The system of compulsory arbitration which the Act establishes is intended to compel, and, if sustained, will compel, the owner and employees to continue the business on terms which are not of their making. It will constrain them not merely to respect the terms if they continue the business, but will constrain them to continue the business on those terms.

"Such a system infringes the liberty of contract and rights of property guaranteed by the due process of law clause of the Fourteenth Amendment."

Compulsory arbitration has run foul of the Constitution, and labor has scored a victory, editorial commentators generally agree. "The Kansas plan has been an interesting experiment which has not borne the fruit expected of it," remarks the *New York Telegram and Evening Mail*. "Yet the situation which it has endeavored to remedy remains, and is a constant menace to the liberties of all," notes the *New York Times*; and in the *Springfield Republican* we read:

"That liberty of contract and rights of property, however, are not rights to be protected in all cases even as against the general welfare the Supreme Court has in the past recognized by its upholding of the laws of various States affecting the working hours of women. By implication it recognizes the principle in the present decision in rejecting the Kansas assumption that the business affected by the case before the Court—that of preparing food—was so far affected with the public interest that the State could compel its continuance and could fix the terms under which it should continue. The Court does not deny the paramountcy of 'the public interest'; it decides in effect that it is not an attribute of compulsory arbitration. The judgment does not imply hostility to needed social legislation."



Wide World photograph

THE MAIDEN DEARBORN, FIRST OF THE FORD AIR TRANSPORTS

Which flew from Detroit to Chicago, 285 miles, with 1,000 pounds of freight on April 13, in 2 hours, 50 minutes, and returned to Detroit the same day. The train time between Chicago and Detroit is 6 hours, 20 minutes.

NOW FOR THE FLYING FLIVVER

THE NAME OF HENRY FORD, which adorns so many hundreds of thousands of inexpensive automobiles that it is almost synonymous with economical transportation, was carried through the air between Detroit and Chicago on April 13 on the fuselage of the *Maiden Dearborn*—not “Made in Dearborn”—the first of a fleet of all-metal airplanes of the first purely commercial air-line to be established in the United States by the first large corporation to employ inter-city air service within its own organization. For “the Ford air-line is to be operated exclusively for company business, and has no connection with any other commercial air-lines that are proposed or suggested,” says a statement by the company in the *Detroit Free Press*. Thus the Ford company, which hitherto has been content to operate its own railroads, Great Lakes and ocean steamship lines, and motor-truck fleets, with the addition of an air-line now utilizes under its own control every type of modern transportation. “Certainly,” remarks the *New York Times*, “the science of aeronautics is looking up.”

While the establishment of the mail, freight, and express-carrying line between Detroit and Chicago, to quote a *Detroit* dispatch to *The Times*, “marks the beginning of the most elaborate venture ever made in commercial flying,” it is not the first indication that Henry Ford and his son Edsel are interested in the development of aviation and the future of Detroit as the center not only of the automobile industry, but of the aircraft industry. According to *The Wall Street Journal*:

“This is what the Fords already have accomplished and are now doing to further the cause of aeronautical development:

“1. They have built and equipped a 260-acre flying field for public use.

“2. They are now erecting the largest dirigible mooring mast in the world.

“3. Financially supporting the Stout Metal Airplane Company and the Aircraft Development Corporation, the former manufacturing all-metal airplanes and the latter metal-clad dirigibles for commercial purposes.

“4. Offering use of organization of Ford representatives in sale of product of above companies.

“5. Making preparation for production of airplane motors in own plants.

“6. Devoting part of engineering force and facilities at the new Dearborn laboratory to experimental work in aviation problems.

“7. Cooperating with leading authorities in the industry.

“The air-port is the gift to the industry of Henry and Edsel Ford, and adjoins the Ford property at Dearborn, eleven miles from Detroit's City Hall. It is intended to serve as a terminal for airplane companies and a public landing field. Thus the embryo aircraft industry in Detroit, backed by the moral and financial support of the Fords and the active efforts and coopera-

tion of such authorities as Ralph Upson, William B. Stout, E. V. Rickenbacker, Alfred V. Verville, Herbert V. Thaden and others, has an auspicious beginning which is laying the foundation for an industry which may rival that of the automobile.”

The first flight of the *Maiden Dearborn* to Chicago, by way of Bryan, Ohio, thence over the Air Mail route, a distance of 285 miles, says a *Detroit* dispatch to the *New York Herald Tribune*,

“Marked the beginning of an extensive air service which will link the chief Ford centers in the Middle West. As soon as the Dearborn-Chicago system is perfected, lines will be established between Dearborn and St. Louis; Dearborn and Minneapolis, and a third to Iron Mountain, Michigan, where the Ford saw-mills, body plant and wood distillation plant are located. Daily plane service is contemplated.”

“Up to the present, I've left this flying business to Edsel,” said Henry Ford as the *Maiden Dearborn* was taking off, “because it's a young man's job.” In an interview given the *Detroit Free Press*, the youthful President of the Company said:

“While we are not actually engaged in the manufacture of airplanes, we are financially interested in the Stout Metal Airplane Company, manufacturing the Stout metal ‘air transport,’ and the Aircraft Development Corporation, which soon will place the first metal-clad lighter-than-air ship in the air, with Detroit as its home.

“We are willing that the Ford name be used in these companies because we believe that William B. Stout, designer and builder of the air transport, has an exceptionally good plane, and that Ralph Upson's idea of a metal-clad airship is the best yet produced.

“The five or six planes that will be finished this year will be sold easily, we believe, and we probably will use our organization of Ford representatives in the large cities in the sale of them.

“While it is not our purpose to enter the manufacturing field in aviation, we probably will find our place in the manufacture of airplane motors. Several types are now in our experimental laboratories in the course of development.

“There is no question but that the Ford organization needs such a transport service of its own. We now have sufficient mail and express matter, requiring swift delivery, to keep three such planes as this busy every day.

“We do not have in mind the establishment of a public air transport line. This line is being put into operation entirely for our own use. No passengers will be carried, provision being made only for a mechanic to accompany the pilot.

“The plane is entirely constructed of duralumin. It has a wing spread of 60 feet and its length is 46 feet, 2 inches. The ship, which is equipped with a Ford-built Liberty engine, has a maximum speed of 115 miles an hour and the cruising speed is 100 miles an hour.”

From other *Detroit* dispatches we learn that—

“The freight carried by the plane on its first trip consisted of thirteen bags of machined automobile parts, weighing in all

782 pounds; 107 pounds of moving-picture film, and ten cartons of various articles, which weighed 116 pounds. The mechanic and his outfit weighed 208 pounds, which made a total useful load, exclusive of the pilot and extra gasoline, of 1,213 pounds.

"Eddie Hamilton, who is Henry Ford's first sky pilot, is a former Royal Air Service flyer who has had considerable success in aerial photography enterprises here since the World War. For the last two years he has been a test pilot for the Stout Company. Both the trip to Chicago and the return voyage were made in 2 hours, 50 minutes. Hamilton was instructed to fly to Bryan, Ohio, and there to take the Air Mail route. The trip could be made direct in about 2 hours. The train time between Detroit and Chicago is 6 hours, 20 minutes.

"The Ford organization will operate its air-line along conservative lines, sacrificing speed to obtain the utmost dependability and safety. Round-trip flights on single days are planned. The schedule calls for a flight from Detroit to Chicago in the morning, and return to Detroit in the afternoon.

"Substantial interest of the Ford organization in aviation dates back to two years ago, when Edsel B. Ford, president, joined groups of other Detroit manufacturers and business men in financing the experiments of the Stout Metal Airplane Company.

"The second phase of the Ford interest in aeronautics took form a year ago, when Henry and Edsel Ford built the Ford Air-port near Dearborn and invited the Stout and Upson organizations to utilize its airdrome and manufacturing facilities.

"The company air-line established to-day marks the beginning of a third phase. It is regarded as the most significant commercial air transport enterprise of the year."

In the opinion of the New York *Evening Post*:

"If Henry Ford means business in this new airplane venture of his, industrial history will be made by the flight between his plant in Detroit and his plant in Chicago. When he began in the motor-car industry he was trying to build a cheap carrier for land use. He is now searching for a cheap, swift carrier in the air.

"Private initiative is the driving force in America. It was so with the railways, and in all probability it will be so with aviation."

"If Henry Ford and his son wish to develop commercial aviation, they are in a better position to do so than any one else in the United States," declares the *Jersey City Journal*. "The flight of the *Maiden Dearborn* is merely the beginning," points out the *Brooklyn Eagle*, which also reminds us that—

"Meanwhile the Government is planning experiments expected to stimulate the development of commercial aviation. Under the Kelly Law, passed by the last Congress, the Post-office Department is empowered to contract with private individuals for the carrying of mail through the air. Already the Department is advertising for bids

"This, of course, is merely a beginning, but with the Government offering special inducements to private enterprise, and with the vast resources of the Ford Company back of a single project having the same objective, it is merely a matter of time before flying will be an important part of American business life. It has taken a long time for this country to overtake Europe in the utilizing of airplanes, but, like everything else, we seem to be preparing to go into the business of flying on a large scale now that a beginning has been made."

ANOTHER BIG OIL COMBINE

SOME RATHER LEFT-HANDED COMPLIMENTS are being handed out by the press as the oil map of the world is changed by the creation of a new combination in the international field, and our newspaper editors pay their respects to the personalities involved in the deal. All the oil men figuring prominently in the merger of the Standard Oil of Indiana, Pan-American Petroleum, and British-Mexican Petroleum into a combination with assets of about \$548,000,000 also figured, except for Lord Inverforth of the British company, "in the oil reserve scandal uncovered in the Washington investigation of

Doheny's alleged bribing of former Secretary of the Interior Fall," we read in the *Philadelphia Public Ledger*. The chief engineer of the deal and the dominant figure in the new corporation, according to the news dispatches, is Col. Robert W. Stewart, chairman of the board of directors of the Standard Oil Company of Indiana. And the *New York World* calls to mind that "it was Stewart who cleared out when the Government wanted him as a witness in the Teapot Dome suit and returned to the United States the day after the court proceedings ended." This paper declares that "with men like Mr. Stewart and his fellow directors in charge, there can be no peace between the people and the oil industry," and that "an industry managed by men who will allow a Cabinet officer to be corrupted, the courts disregarded, and their stockholders ignored, has earned suspicion." Yes, remarks the *St. Louis Post-Dispatch*, "big business is getting bigger, but if bigger business is to grow and prosper into a ripe old age it will need a quality of leadership that will not stoop to bribery or flee from subpoenas." To which the *New York Commercial* indignantly replies that there has as yet been no proved evidence of fraud in the



Photograph by Underwood & Underwood, New York

A NEW POWER IN PETROLEUM

Col. Robert W. Stewart, Chairman of the Board of the Standard Oil Company of Indiana, whose company becomes a world factor in the oil business by acquiring control of the Pan-American Company from E. L. Doheny.

oil leases, and that there is nothing in the new merger to call for any talk about high crimes and misdemeanors, and it laments that "while encouragement is the portion of the nationals of other lands buying crude oil and marketing its refined products, here discouragement is the portion allotted by the world to such men and the companies they have built up and controlled."

The combining of one of the greatest of the American independent oil companies with a powerful member of the Standard group and a British concern opens up a new phase in the history of the American petroleum industry, so it seems to several papers. The precise arrangement of the holding companies by which the merger is accomplished is too complicated for description here. The main fact is that the Standard of Indiana, which has been a leading factor in oil distribution in the Middle West and has been closely allied with the Sinclair interests, now takes over by stock purchase from the Doheny family the control of the Pan-American Petroleum Transport Company, with its enormous oil reserves in Mexico, its refineries, its tankers, and its extensive shipping facilities. The British company gives the new combination an entrance into the oceanic bunker oil trade and

marketing facilities in Great Britain, together with further opportunities in Latin-American oil-fields. The Dohenys will continue to control and develop the valuable Pan-American properties in California. The new syndicate is likely to become, possibly through additional mergers, so the *St. Louis Post-Dispatch* thinks, "the world's biggest crude oil producing and marketing concern."

In Washington, according to dispatches, the new merger is looked upon as another step in the remarkable transformation that has taken place in the world oil situation since the Great War. Correspondents of the *Detroit News* and New York



Evening Post incline to the opinion that it marks the end of cut-throat competition and the beginning of a period of compromise, and the peaceful sharing of the oil business of the world among the great oil interests. Remarks the *Springfield Republican*:

"If this is true, it is a development to be welcomed, because it is favorable to the maintenance of international peace. British and American oil interests got together not long ago in a settlement of their conflict over the Mosul oil-field in Asia. The British had a League of Nations mandate in that territory, but they finally let the oil interests of the United States into the Mosul district on the basis of a quarter share, French interests being admitted also on the same basis. Nor is there in sight any further struggle between British and Americans in Persia. Sinclair is no longer a serious factor in either Persia or Russia, the Japanese having displaced him in Saghalin.

"The admission of the British interests into the deal for the transfer of Doheny's Latin-American properties may be regarded as the working of the reciprocity principle. Neither the British nor the Americans apparently will seek to exclude the rival group in controlling new or old foreign oil-fields. By thus making equality of opportunity a reality, friendly international relations are promoted. For the acute international oil situation, created within twenty years by the gasoline engine, contains more dynamite than perhaps all other international points of economic conflict combined."

Of course, observes the writer of an Associated Press dispatch, "the apparent peace in the industry, regarding foreign fields, may be an armed truce, which can eventuate either in more complete understanding or break out once more in world-wide competition with its disturbing factors." In the international oil business the only greater combinations than this one of Indiana Standard and Pan-American, are the Standard Oil Company of New Jersey and the Royal Dutch-Shell group. And with several more companies slated for merger, the New York *Commercial* points out that the new organization "can soon bid for business throughout the world against the Standard of New Jersey and the Royal Dutch." The *Commercial* is impressed by the strength of this organization in both domestic and foreign fields. The Standard of Indiana shares in the control of the Sinclair pipe-lines. Now it will be in a position either to ship oil from mid-continent fields for export by way of Gulf ports or to take Mexican or South American oil by pipe-line from the same ports for distribution to the Middle Western markets. The new marketing organization and steamship connections acquired through control of the British Company indicate to this journal, that the new alliance intends vigorously to develop the markets abroad, for it has now obtained what is probably "the best nucleus which could be obtained by a new oil organization anxious to outstrip the Royal Dutch-Shell combine in the ambitious project which the Royal Dutch-Shell combine has launched to control the bunker oil markets of the world." A statement issued by the bankers promoting the merger reads in part:

"The marketing operations of the Pan-American Company have always been in entirely different areas from those covered by the operations of the Standard Oil Company of Indiana. By this plan the Pan-American Company also acquires the benefit of the advice and experience of those directors of the Standard Oil Company who go upon the Pan-American board, and will also be able to avail itself of the advice and experience of the technical and operating staffs of the Standard Oil Company.

"It is the belief that through the cooperation of these two companies great opportunities will accrue to both as well as to the communities whose petroleum requirements they have hitherto sought to aid in supplying.

"The new plan also affords an assured outlet in England through the British Mexican Petroleum Company, Limited, for products of the Pan-American Petroleum Company."

Of the greatest significance, in the opinion of *The Wall Street News*, is the sudden expansion of what has always been a more or less local oil company into a great world organization:

"Under the more or less clearly defined division of territory which occurred in 1912, when the old Standard of New Jersey was dissolved, the Indiana unit adhered to the Mid-Western region, which it then was serving. Gradually its distributing facilities were pushed out into twelve States. There it met increasing competition from 'independent' companies, but it met with no pressure from its former associates and extended none against them.

"Now the situation seems to have changed. The Standard of Indiana through the Pan-American reaches the sea at New Orleans. It is in position to figure in export business. The big Pan-American refinery at the Louisiana port is distributing refined products in competition with the Standard of New Jersey's subsidiary, Standard of Louisiana. More than that, the Pan-American is selling fuel oil along the Atlantic coast, also in competition with the Standard of New Jersey. It is selling refined goods at retail up in New England, competing with the Standard of New York. It comes into competition with the Atlantic Refining Company, another former unit in the Standard Oil organization, in several States.

"The 'oil map' is suddenly changed. A lusty company throws off the shackles that bound it to a strictly domestic market, and overnight becomes a world organization. It reaches out and takes rich oil lands in Mexico as a supplement to its considerable American holdings. It makes contact with British petroleum and shipping industries. It commands refineries at strategic points on the eastern seaboard, through which it may serve South America effectively and participate in European and Asiatic fuel oil business."

THE SOVIET SPIDER AND THE CAPITALISTIC FLY

THE RUSSIAN SOVIET'S NEW BID to capital, in the opinion of the *Pittsburgh Gazette Times*, "will not cause a stampede of business men to share in the 'good thing' dangled before their eyes." Finding that complete Government control of trade and industry was a failure, says the Associated Press correspondent at Moscow, the Council of Labor and Defense early this month decided to invite private capital to enter the general trade of the country. Thus, concludes the *Chicago Evening Post*, "Communism is in evident retreat. It admits that it can not get along without private capital, the very thing it set out to eliminate. It confesses that it is not a substitute for private enterprise, the very thing it profest to be. Slowly, but surely, Russia is learning its lesson. Prof. Hard Facts, in the School of Experience, is demonstrating economic truth to a reluctant but not utterly unteachable class."

To the *Pittsburgh paper*, on the other hand, the present offer of the Soviet Government is reminiscent of Lenin's "economic retreat" of a couple of years ago. At that time, we are told, the Communist system had broken down. Production and trade had decreased to almost nothing. The private business enterprises, which had been confiscated, could not be made to "work." Lenin offered opportunity to private capital. Concessions were given for oil fields, iron mines and mills, copper, lead, and zinc mines, coal fields, paper and pulp mills, and so forth. As a result, says *The Gazette Times*:

"Business conditions in Russia immediately began to improve. Then Soviet avarice resumed its sway. Communist enterprises were set up in competition with private business. They were given special concessions and privileges, while peculiarly detrimental restrictions were placed on the private traders. The latter thus were forced out of business. But the ineptitude of Sovietism is colossal. The Communist enterprises could not be made to 'go.' That is the secret of the present request that capital return to Russia. It is called another surrender, a confession of Soviet failure. In the light of experience it must be regarded as one more trick."

"Starting out in a frenzied attack on both capital and capitalists, Soviet Russia now seems to have swung around to the position where both are seen as necessary to national prosperity," notes the *Baltimore Sun*. Or, to quote the *New York Commercial*:

"The Soviet started out to drive merchants, big and little, out of business. To that end they decreed it to be a crime to buy or sell merchandise of any character after the manner familiar to people in this and other countries. The theory was that the hated middleman was a burden upon the backs of the people, that he contributed nothing to the public good, that his functions were merely parasitical, and that as soon as he had been forced to quit, everything that the ordinary man needed would, by some 'hocus-pocus,' get to him for nothing, or nearly that."

"The order was issued. But the peasants no longer took their produce to market. If they did they could not get money for it."

"The Soviet tyranny sought to commandeer all farm produce. Then the farmers quit raising more than they needed for their own use. The population of cities began to drift out into the country."

"Lenin saw that a mistake had been made, and enunciated his new economic policy, which permitted the merchants and middlemen to function once more. Then came once more the determination to wipe out traders. The order was issued a second time, and immediately the same thing happened that had been manifested before."

"Now has come the second decision to permit the traders and merchants to carry on. It is issued by the same clique which dictated the abolishment of buying and selling as ordinarily carried on throughout the world. It comes as the only means of escape from utter ruin and commercial chaos."

This is the announcement regarding the necessity of attracting private capital, according to the Moscow correspondent of the *New York Times*, that was made by a representative of the Soviet Government:

"The present economic situation shows clearly that State and cooperative trading are unable to effect a junction between town and village without the participation of private capital in the general trade of the country. In the interest of the country the Soviet Government once more is ready to make a serious change in its internal trade policy and considers it necessary to follow the line of favorable concessions to private trade."

This indicates to the *Omaha Bee* that "the Soviet Government's control of production and distribution has failed." As the *Chicago Tribune* explains:

"The Bolshevik régime, tho anti-capital, needs capital; needs cash. It has its pay-rolls, its army to clothe and feed and keep



contented, its *cheka* to subsidize and reward, its partisans to keep in jobs and comfort. So it must have something to tax. Taxing and requisitioning have painful consequences directed against the Russian peasants, who accept the Soviet régime so long as it does not bother them seriously. But a better goose must be got to laying, and so the invitation to private capitalists to resume has become necessary.

"If we were one of the private capitalists in view, we should get very little thrill out of the invitation. It is an invitation to come in and be bled. Undoubtedly, trading will spring up again. Men will gamble on anything, and there will be profiteering to offset the dangers of confiscation and the drains of Bolshevik taxation. That is what happened before, and we see little reason to expect it will not happen again. When the coffers begin to fill again they are likely to demand another clean-up of 'capitalism' and capitalists. But even if this does not occur, the capital which ventures into Russia while the Communist control remains will live a vexed and precarious existence, and the advance toward a stable and efficient organization will be slow."

The Soviet Government's action in inviting capital to return to Russian trade, in the opinion of the *Chicago Journal*, "is sure to cause a revival of the demand that the United States recognize the Bolshevik régime." To the *Chicago paper*:

"Would recognition start a boom in trade with Russia? That country has been desolated. The Soviet, in inviting capital back into industry, admits its own failure. But the Russian Government has not said its confiscation of capital was wrong—merely that it was a mistake under the conditions then existing. Let conditions change, and the gutter autocrats at the Kremlin might try the same trick again."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

HINDENBURG is going to run again.—*Toledo Blade*.ONE thing that can't be preserved in alcohol is a secret.—*Arkansas Gazette*.A PICTURE of health requires a happy frame of mind.—*Columbia Record*.CONDITIONS warrant the farmer in building hopes on his already improved lot.—*Wall Street Journal*.BREVITY is the soul of wit. Maybe that is why women's skirts look so funny.—*American Lumberman*.PEACE propaganda has at least made the big nations determine not to let the little ones fight.—*Brooklyn Eagle*.THE Senate may stand on its dignity, but the new Vice-President seems to be walking on it.—*Manila Bulletin*.A MODEL home isn't worth a darn without a model family inside.—*Columbia Record*.WELL, we'll have to wait and see how Germany takes Hindenburg's line.—*Dallas News*.WONDER whether any one ever knew of an idle rumor remaining idle?—*Arkansas Gazette*.ABOUT the only interest in life some men have is the kind their money brings in.—*Arkansas Gazette*.WHAT the Democratic party needs is an honest-to-goodness disarmament conference.—*Providence Journal*.FOR that "run down" condition some doctors prescribe walking. But that's how we get that way!—*Norfolk Virginian-Pilot*.WOMAN's apparel to the value of more than \$1,500,000,000 was produced in the United States last year. You wouldn't have thought so, if you judged by what the dear things wore.—*Omaha Bee*.FRANCE might learn from Germany that she can't fiat her way out of financial difficulties.—*Wall Street Journal*.TROTSKY says that some day there will be a statue to Lenin in the Strand. All we can say is that it will serve Lenin right.—*Punch*.IF police can find out where the present crop of Broadway playwrights get their local color, the joint ought to be raided.—*Detroit News*.EVERYTHING is more attractive at this burgeoning time of the year. Even plain darn laziness is all dressed up as spring fever.—*Arkansas Gazette*.WILLIAM HOHENZOLLERN got two votes in the German Presidential election. He ought to be arrested as a repeater.—*Southern Lumberman*.EVEN if Norway has not enough money to maintain her light-houses, she can be thankful that none of her Fjords require rear lights, like ours.—*Punch*.IT is claimed that it is the remnant of the monkey in us that makes us enjoy a joke. If Bryan hears that he'll never smile again.—*Pittsburgh Gazette-Times*.AN American doctor declares that cross-word puzzles have resulted in uniting many families. It must be nice when they all meet together in the same padded room.—*Punch*.REGARD not the whine when it is red.—*Wall Street Journal*.MONEY doesn't mean everything, but everything seems to mean money.—*Columbia Record*.FRANCE has begun to save daylight. But France doesn't owe us any daylight.—*Arkansas Gazette*.GERMANY has paid half a billion marks. But not the marks who invested in them.—*Manila Bulletin*.FOR the present, the Government's opinions as to the oil lease conspiracies lack conviction.—*Norfolk Virginian-Pilot*.VICE-PRESIDENT DAWES is said to have created a new faction in the Senate. Apparently it was stupefaction.—*Manila Bulletin*.PRINCE OF WALES Leaves African Town as Natives Cheer.—Headline. Er, what?—*Arkansas Gazette*.THRIFT is a wonderful virtue—especially in an ancestor.—*New York Herald Tribune*.LITERARY DIGEST has absorbed, and digested, *Current Opinion*.—*Minneapolis Journal*.THE mosquito is another ingrate that bites the hand—or ankle—that feeds it.—*Arkansas Gazette*.AN up-to-date motto for France would be: More Franks and fewer francs.—*Norfolk Virginian-Pilot*."OUR gramophone smashes all records," says an advertisement. We must buy our neighbor one of these.—*Punch*.A ROLLING stone gathers no moss and a stationary one no momentum. Let your conscience be your guide.—*Arkansas Gazette*.

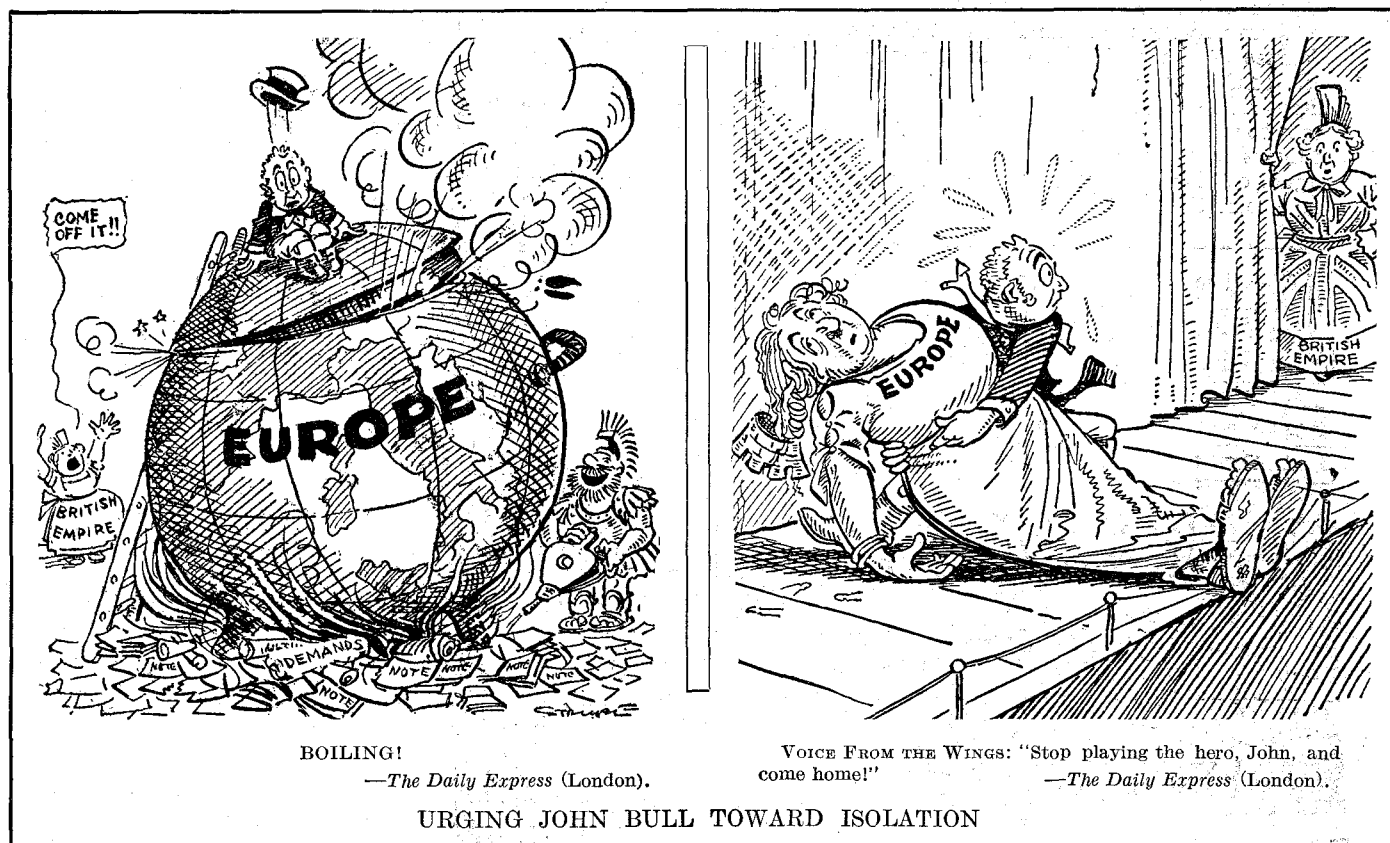
A CORRESPONDENT wonders which is the best way to make sure of admission to a court dur-

ing the hearing of a murder trial. We do not recommend it, but by far the surest method is to commit the murder.—*Punch*.EGOTISM is the anesthesia that keeps some people on living terms with themselves.—*Arkansas Gazette*.THE McAdoo and Smith partisans are busily engaged on plans to wreckoncil the Democratic factions.—*Norfolk Virginian-Pilot*.WILL IRWIN says fliers can cause an immense amount of damage. They can. We took one in cotton once.—*Arkansas Gazette*.TENNESSEE has passed a law against Darwinism, but it can't be noticed that the people act any less like monkeys than before.—*Southern Lumberman*.REASON that so many married men fail to "bring home the bacon" is the fact that many brides rather prefer lobster.—*Jacksonville Florida Times-Union*.WILL HAYES asks the public to criticise the movies freely and frankly. He should also ask water to run down-hill and ask the fish to swim.—*Southern Lumberman*.THE trouble with the wheat farmers has been that while they raised the wheat they usually depended on somebody else to raise the price.—*Norfolk Virginian-Pilot*.STILL Calvin doesn't ask anything of Count Karolyi other than that he restrict political remarks to the compass of Cal's orations on why sugar tariff ought to come down.—*Dallas News*.

AN OPTICAL ILLUSION

—Kirby in the New York World.

FOREIGN - COMMENT



BRITAIN'S DOMINIONS AND HER FOREIGN POLICY

THE SCRAPPING OF THE GENEVA PROTOCOL once again brings into the limelight the question of the relationship between Britain and her Dominions, especially in matters of foreign policy. The Australian and the New Zealand press reveal keen interest in the subject, and the Brisbane *Daily Mail* laments that the people of Australia do not take sufficient trouble to understand thoroughly the details of international affairs. The Government of Australia, in company with the Governments of other self-governing Dominions, it tells us, has successfully asserted its right to share in the framing of the Empire's foreign policy, and it is only right that in this, as in other matters, the Government should act in accordance with the wishes of the majority of the people. We read then:

"The public canvassing of the details of foreign policy is, of course, impossible; but the broader outlines should be indicated, and the people should be given an opportunity to pronounce an opinion. It is becoming increasingly the custom to subject all international agreements to legislative ratification. The custom will probably become more general still, and every Parliamentary candidate should be required to express his views on international questions, while every elector should have sufficient knowledge of the subject to enable him to express an intelligent, if not an expert, opinion. It is the duty of every Australian citizen to give some thought to international matters, for it is possible that, even in Australia, future elections will be fought on the wider questions of foreign policy, rather than on details of domestic interest."

The people of the United States, this daily goes on to say, have consistently adhered to a policy of isolation in international affairs; they have held aloof from the quarrels of the countries of the older world, it adds, but—

"They realize that they are vitally concerned with the

problems of the Pacific; and they regard the apparently defenseless position of Australia with great anxiety. Americans generally are staunch supporters of our White Australia policy, and for good reason. Their support flows from no mere altruism. They realize that an Australia in the hands of a friendly population, having an origin similar to their own, speaking the same language and conforming with the same standards of living, will exert a desirable influence in the development of the international situation of the Pacific.

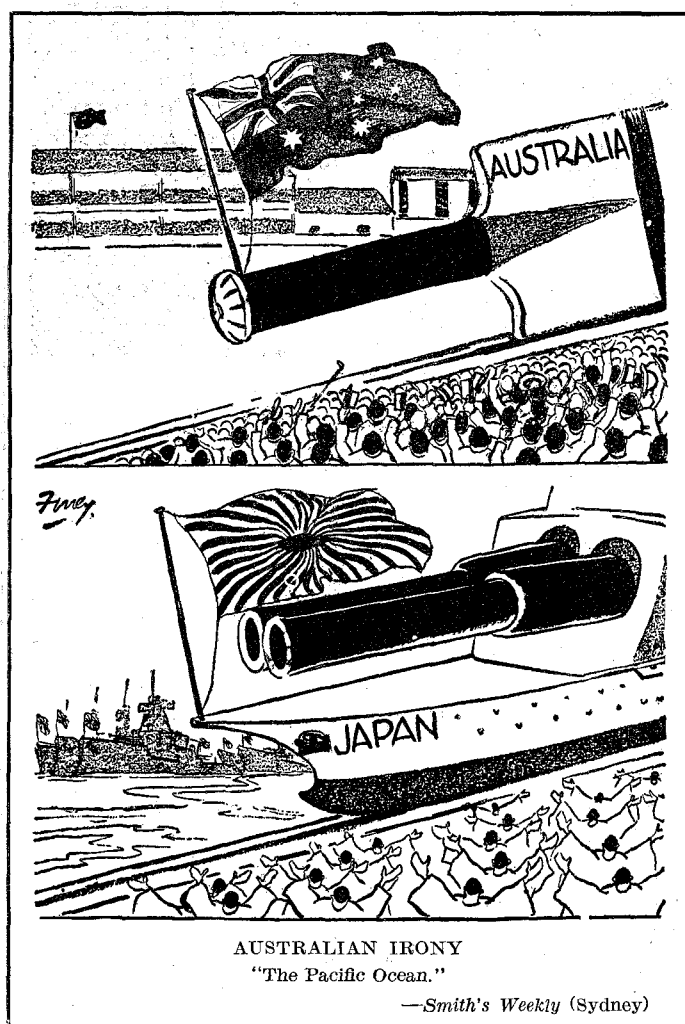
"But the people of the United States also realize that an Australia in the hands of a hostile Power, deriving wealth from the vast resources which at present are largely undeveloped, will be inimical to the interests of the United States and a menace to civilization. The Japanese proposals at Geneva, superficially innocent as they were, were intended to establish a position from which the exclusive immigration policies of the self-governing Dominions might be attacked; and altho they originated with Japan, they were given a very general support."

This Brisbane journal is convinced that Australia can no longer afford to ignore the activities of other nations, "especially those which are regarded by the United States with such concern." Australia has attained to national status, it avers, and therefore the Government and the people must accept the responsibilities of nationhood, and one of the most important of these is to know what other nations are doing. Now that the Protocol has been ruled out of account, remarks the Sydney *Morning Herald*, there seem to be three possibilities at hand; namely, a triple pact between England, France and Belgium, a quintuple pact embracing those countries, with the addition of Italy and Germany, and finally complete abstention from European affairs. The last-mentioned course has its advocates, according to this newspaper, which continues:

"Let Britain, they urge, revert to that tradition of majestic isolation which for so long governed her foreign policy. Never

was she stronger, never was her prestige higher than when she stood aloof. However, even should Britain desire to imitate America's example and wash her hands of Europe, there are difficulties both practical and sentimental in the way. It should be remembered that even during the eighty years that preceded the Great War Britain's isolation was not absolute. She was a guarantor of Belgium's neutrality, the infraction of which involved her in that war. Again, after the establishment of the Entente, there was the understanding that she would come to the assistance of France in the event of unprovoked attack. Moreover, conditions have changed. Distance has been to a great extent annihilated.

"Britain has almost ceased to be an island. Separated from the Continent by a few short miles, less than the range of a modern gun, can Britain dare to ignore what is going on upon the other side of the Channel? Nor should we overlook moral



considerations which, despite the scoffs of the cynic, are a factor in British policy. America may, a little self-righteously, refuse to contaminate herself by association with Europe's bickerings and rivalries. But Britain is conscious of a duty in the matter. 'We can not,' said Mr. Chamberlain, 'remain indifferent to the peace and security of the Continental world, nor remain callous and deaf to an appeal for aid. . . . Our greatness and our power to help to remove from the minds of men the trouble which still haunts them, and which recalls the agonies of a few years ago, are a great call to an endeavor of effort and service.' Britain, in fact, would be untrue to herself if, in existing circumstances, she selfishly left Europe in the lurch."

The choice then seems to be narrowed down to the two security pacts above mentioned, and this daily believes an Anglo-Franco-Belgian agreement would be popular in France and Belgium, and would limit Britain's liability to a guarantee of the western boundary. But, it is pointed out, there would be the one grave disadvantage that "it would perpetuate the spirit and the national alignments of the war." Such an arrangement would be "obviously directed against Germany," but this newspaper thinks such a criticism could not be brought against a

quintuple pact, because Germany would be a member of it. A quintuple pact, it is said, would show that Germany's former enemies were prepared at last to accept her promises and would undoubtedly be a step toward a real settlement, yet we are told:

"This proposal also is not free from difficulty. France wishes a condition of the pact to be that the terms of the Treaty of Versailles, relating to Germany's eastern frontier, must be guaranteed as well as those affecting the west. The claim is made in the interests of Poland and Czecho-Slovakia, her allies. But it is hardly likely that Germany would agree to this undertaking, which would definitely preclude any revision of the territorial clauses of the Treaty. As far as the west is concerned, this would not matter. France has an historical title to Alsace-Lorraine. It is provided that, after a given period, the Saar basin reverts to Germany, and upon the conclusion of the pact France would evacuate the Ruhr. But the position in the east is different. There the boundaries are in some measure tentative. Adjustments, greater or smaller, may prove to be desirable; are they not to be allowed? Are we to suppose that Danzig will be administered for all time by the League of Nations? Can an insular Power safely engage to guarantee the frontiers of a State which possesses no seaboard? These are among the questions raised by the suggested pact and its appended conditions. The answer to them will not easily be found, but it may be found if good-will, good faith, and good sense be forthcoming."

In New Zealand the *Wellington Dominion* takes offense at a remark of the *Paris Matin* that the Dominions opposed the Protocol because they were unwilling to give France a "friendly guarantee," and this French newspaper added: "Australia and New Zealand do not believe in an arbitration treaty with yellow races. They want the British fleet to protect them." These "rather ill-natured jibes" need not be taken very seriously, says *The Dominion*, which adds:

"In their ostensible reference to facts they are at almost every point inaccurate. The phrase, 'giving France a friendly guarantee,' of course falls very far short of indicating fairly what is likely to be involved in the ratification of a European security pact.

"The really objectionable feature of the *Matin's* diatribe, however, is the assertion that Australia and New Zealand do not believe in an arbitration treaty with yellow races and want the British Fleet to protect them. As everyone in this country knows, and as the conductors of a responsible Paris newspaper also should know, the mutual reduction of naval armaments and measures taken in the Four-Power Pact and other treaties to provide for the peaceful settlement of disputes with yellow and other races have nowhere been supported more heartily than in the British Pacific Dominions.

"Public opinion in the Dominions has condemned the Geneva Protocol for good and sufficient reasons. The ratification of the Protocol would have deprived these countries of a free hand in dealing with vital issues of domestic policy over which they are determined to retain unhampered control. The European security pact, which is now being discussed as an alternative to the Protocol, has as yet been only vaguely outlined."

The Auckland, *New Zealand Herald* assures us that interest in foreign policy in the Dominions has been revived by the prospect of a European pact of guarantee, and altho the affair is strictly European, this fact "does not authorize the Dominions to feel indifferent about what is to happen." We are further advised that:

"It may be unfortunate that the major questions of foreign policy require to be considered primarily in terms of war and peace. That aspect is useful, however, to show how diplomacy can not be confined by geographical boundary fences. The United States has endeavored to do this, but already it is becoming apparent that the American ideal of isolation, of aloofness from the affairs of Europe, is impossible of realization. This is even more so with the Dominions. Should they persist in regarding European affairs as none of their own, reciprocal action would be both easy and natural. It must be remembered that some of the most serious problems of the Dominions, especially the racial problems, are not fully realized in Britain; opinion outside of those specially well informed is largely indifferent to them."

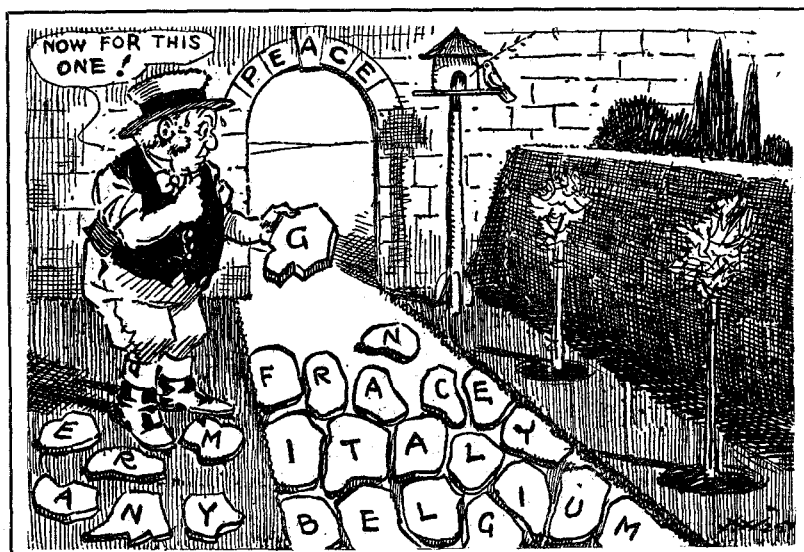
PROSPECTS OF SECURITY IN EUROPE

IT'S A LONG TRAIL to the mutual security pact so much desired by Europe, we are told, and it is admitted both in London and Paris that the negotiations are certain to prove arduous and protracted. Indeed, a solution is not expected to be reached for many months and possibly, some say, not until the eve of the League Assembly next September. An important source of information on this matter is the Diplomatic Correspondent of the London *Daily Telegraph*, who avers that the conversations between the Governments of Great Britain and France during the coming weeks will not go beyond an exploration of the means by which the German proposals might be rendered acceptable to the Allies. In other words, the atmosphere is said to be still fluid and no precise plan has been elaborated either by the British Foreign Office or the Quai d'Orsay, altho the Wilhelmstrasse is described as "doubtless ready" at call to furnish further and concrete elucidations. This correspondent continues:

"Among diplomats of the older school, while no fault is found with the caution manifested by all the parties concerned in a European settlement, it is widely felt that the negotiations might nevertheless proceed at once more smoothly and more rapidly, if an endeavor were made to avoid the unnecessary interlinking of issues and the over-elaboration of details—two characteristics which, it is held, have accounted in no small measure for the difficulties which have attended the application of the Peace Treaties. Why, it is asked, should not the projected mutual Pact of Guaranties between Germany and the Allies be regarded merely as a new and extended version of the 1839 Treaties, by which the neutrality of Belgium was then guaranteed? Only, on this occasion, it would be the inviolability, not merely of Belgium, but of Luxemburg and France, and even of Germany,

these circumstances the indorsement of Great Britain, or preferably of Great Britain and Italy."

Treated in this way, says this informant, the pact might be contained in a very simple formula, merely stipulating that should any one of the signatory Powers violate the demilitarized zone the rest would pledge themselves to throw their full weight



THE "PIECE" THAT'S WANTED

—The Sunday Chronicle (Manchester).

against the aggressor. Naturally, such a treaty would be registered with the League, but—

"There is no reason, it is asserted, why it should not operate, given the good faith of all the signatories excepting one, as did the 1839 Treaty in 1914, without the setting up of special, intricate, and cumbersome machinery by Geneva, such as would create friction in normal peace time, and in the event of aggression might hamper the defense. For political disputes the general machinery of the League would always be available, and so far as new juridical disputes were concerned it should be possible, in a protocol annexed to the pact, for the Western Powers to agree to a common formula for the reference of this or that class of dispute to the Permanent Court of International Justice.

"It is felt to be a pity that, in connection with proposals for a western pact, the question of Europe's eastern frontiers should have been raised by Germany, however vaguely. For it would have been so much easier to settle the various individual problems arising out of the peace treaties each in its turn, and according to the order of their degree of difficulty."

On the other hand, this Diplomatic Correspondent contends, those who would have Germany reaffirm her adhesion to particular sections of the Peace Treaty, or the League Covenant, are also guilty of a lack of judgment. Such a reaffirmation, he says, could not change the meaning of these particular clauses, either in themselves or in relation to other clauses, and a reaffirmation of the part would merely tend to weaken the binding character of the whole. He tells us further:

"Indeed, it is, in practise, often impossible to distinguish the part from the whole. Take Article X of the Covenant, on which French opinion lays so much stress. It is qualified by Articles XI and XIX. It is further qualified by Article XVI, which only gives force of recommendation even to the League Council's unanimous 'advice' to member-States as to any military contribution by them against an aggressor. The Treaty itself does not impose upon the signatories the obligation of opposing by force of arms every infraction, save precisely in regard to a violation of the demilitarized Rhineland."



A WELSH JEST

"We hope France will not be reduced to this nervous state when Germany has been deprived of all munitions and is only left with pop-guns!"

—The Evening Express (Cardiff).

that would be covered, thanks to the demilitarized zone, which would separate the former combatants. Germany would sign in 1925, as Russia signed in 1839; and, mindful of the sequel to her breach of faith in 1914, would probably not dare to arouse a second time the moral odium incurred by that action. Therefore, it would be wholly wrong to say that no value whatever would attach to her signature at this date. But the promissory note given by her to France and Belgium might be said to require in

MEXICO UNDER CALLES

EXTREMISTS AND RADICALS in Mexico, of whom not a few were former followers of President Calles, are said to give him considerable concern in order to keep them in check. At the same time in the midst of labor troubles the President is credited with having settled strike after strike by intervention and arbitration. The labor unions have come to realize that more is to be obtained by arbitration than by force, remarks the Mexico City *Excelsior*, which rejoices in the news that at the Congress of Industries recently held there means were devised to obviate conflict between employers and workers. This Congress is reported to have passed resolutions favoring the establishment of commissions made up of an equal number of employers and workers, to be patterned after the Whitley Committees of Great Britain. These commissions also, it is related, will be divided into three classes: Factory Commissions, District Commissions and a National Commission. A labor dispute arising in any factory would be referred to the Factory Commission, which, if it could not settle the dispute, would pass it on to the District Commission. In case of disagreement in this commission the matter would be then taken up to the National Commission. Editorially *The Excelsior* remarks:

"Peace between workers and employers shall become a fact when politics are left out of labor questions. The working classes will soon realize they have only been the tools of egotistic and troublesome politicians. As regards the employers, we think they have already admitted the convenience of reaching an accord with the workers. The establishment of these mixed commissions will indeed be a great achievement."

A move of importance said to be contemplated by the President is his intention of having the Mexican railways go back to private ownership. The mere possibility of this elicits some opposition, and a moderate newspaper, *El Universal*, has this to say:

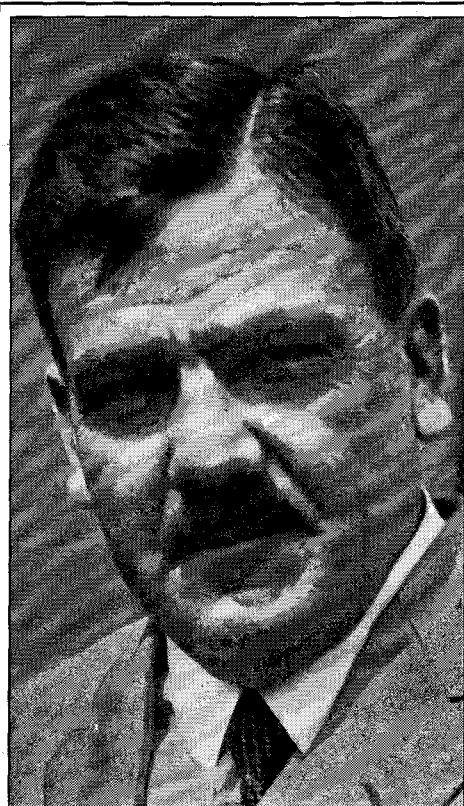
"Actually, tho not legally, the revolution nationalized the railroads. The idea that the roads must belong to the Mexican people is so deeply rooted in the minds of the people that nobody ever gave serious consideration to the Lamont-De la Huerta agreement, by which Mexico pledged herself to return the lines to their original owners."

This newspaper considers a readjustment of the railroads as inevitable and suggests that the new valuation of the entire system be fixt on the earning power of the roads, and not on a paper capitalization, in which enormous sums figure illegally, as in the above-named agreement. It appears that among the conditions President Calles would impose in case the railroads were returned to private ownership, are the unionization of the employees, extensive salary readjustments and the exclusion of all foreign elements except as shareholders or directors. Opinion in the provinces is generally favorable to President Calles, altho *El Informador* of Guadalajara warns him of a danger that menaces his Administration, when it says:

"Public opinion, which was so bitter against Calles the candidate, has been entirely won over by Calles, the President. This is not because of any modification in Mr. Calles's doctrines, but because of the energy shown in purging our bureaucracy, and

on account of the sincerity with which he is living up to his promises. We must, however, point out the danger lurking for him.

"Ever since the Liberal party came into power, at the fall of Maximilian, some member from within the same party has always caused trouble for the Executive. Every revolution has had a fellow Liberal as leader. That is why we think the defamatory campaign against Calles was engineered by official elements, who were afraid of the straightforwardness of the candidate. We must therefore say: Beware, Mr. President, your political enemies are within the Administration, not without."



"BEWARE, MR. PRESIDENT"

Is the warning of some friendly Mexican journals to Mr. Calles, who say his "political enemies are within the Administration, not without."

A very popular feature of the Calles Administration, we are told, is the care it takes of the rights of Mexican citizens in other countries. For instance, it is rounding up the demands of Mexicans against the United States, and up to date 170 cases have been submitted, of which 40 have been rejected for lack of proper corroborative documents. These claims are described as coming mostly from the Vera Cruz incident of 1914, and tho American claims will undoubtedly exceed them both in quantity and in the amount involved, the Mexicans are eager to have what they claim as justice to them. Says *El Universal Ilustrado*:

"Shall we obtain redress? Let us hope so. We are undoubtedly entitled to reciprocity, since we granted the United States the privilege of presenting claims, whereas this concession had never been granted anywhere else. Damages done by civil war had hitherto been borne by natives and foreigners alike.

"There is, however, an unhappy precedent in the matter of El Chamizal, where tho the arbiter's award was favorable to us, the United States never complied with it. Tho weaker than our

neighbors, we proclaimed our right then, and shall keep on sustaining the principle that Mexicans are entitled to receive full indemnity from the United States, in any such cases where damage has been inflicted and duly proved."

POLAND'S CONCORDAT WITH THE VATICAN—Altho allied very closely and for a number of important purposes, it is noted that France and Poland have distinctly different ideas on the subject of relations with the Vatican. In fact, as the *London Nation and the Athenæum* points out, because of the bitterness which characterizes the discussions on Church and State in France the Concordat with the Vatican accepted by the Polish Seym is of considerable interest. This weekly goes on to say:

"Despite the spread of French cultural and political ideas in Poland, the Polish Government appears quite uninfluenced by the secularizing tendencies of French legislation. The most striking instance is the article which prescribes that religious instruction shall be obligatory in all schools except the universities. Further, the Pope is to have free, direct communication with the bishops and clergy. Bishops are to be appointed by the Pope; but in such appointments His Holiness agrees to take the advice of the President of the Republic, and before entering upon their duties the bishops must take an oath of allegiance. No persons whose activity is prejudicial to the State may be appointed to benefices. The Church retains its endowments, but agrees to the repurchase by the State of certain estates for the improvement of rural conditions. No provision is made for State payment of the clergy, and there seems little doubt that the Catholic priests will suffer financially as the result of the agreement, which, nevertheless, they have cordially supported."

LAWLESS FRENCH LAW STUDENTS

PRAISE AND ENCOURAGEMENT to rioting students were shouted in those Paris newspapers which berate the late Herriot Government for having shut the Law School of the University of France for an indefinite period and for having deposed Mr. Barthélemy, Dean of the Faculty. But some neutral observers say that, altho these seem harsh measures, it is difficult to see what other course was open to the Government "short of capitulation to the Camelots du Roi and the Catholic Fascists, who had undoubtedly received their cue from members of the teaching staff, disgruntled at the appointment of Prof. George Scelles." All the trouble began, we learn from the Paris correspondent of the *Manchester Guardian*, when the University of Paris arranged for a temporary course of lectures upon international law by Professor Scelles, and this informant relates:

"As Scelles happens to hold views on the Clerical issue that are those of the [Herriot] Government and of the majority of the voters of France, the Monarchist and Clerical press, the Camelots du Roi and the new Fascist organizations at once declared a vendetta against him. His first lecture was prevented by a mob of some students and many Camelots du Roi and other outsiders, who occupied the lecture theater and howled him down. It was then decided to restrict the audience to students actually taking the course and admit only by ticket.

"Mr. Scelles was to have lectured on Saturday afternoon at three o'clock under these conditions. But, instigated by the Clerical press, the students seized and barricaded every available lecture-hall on Friday night, screwed bolts into the doors, piled up furniture against them, and bivouacked there all that night and all Saturday in great hilarity, until late in the afternoon an announcement that the lecture had been abandoned sent them pouring triumphantly into the street. By a wise decision of the University authorities the police were not allowed to enter the precincts.

"By this time all the streets around the Sorbonne and every corner on the Boulevard St. Michel were packed with rival demonstrators, students, and others—but mainly others—summoned hither by flaming appeals in the morning press. Even the sober *Quotidien* had given its main pages to a battle-call on behalf of the forces of progress, liberty and Republicanism. Thus by four o'clock there was in the Latin Quarter all the materials for a first-rate political riot save one—the mood for it. The spirit of the rival clans was as sunny and sparkling as the spring afternoon, and the whole affair passed off as a gigantic 'rag.'"

The real sufferers from the closing of the University, we are told then, are the students themselves, most of whom are hard-working and serious, and wish only to be allowed to continue their studies. This correspondent, however, calls attention to the fact that the fall of the franc and the consequent dearness of living has of late enormously diminished the proportion of poorer and more earnest students. The minority who were responsible for the trouble, he avers, belong to "good families," and he speaks of these "irresponsible youth worked upon by an unscrupulous reactionary press and organization." Of the real victims of this folly, he adds, "nothing of course is heard; they are left to bemoan in their mean lodgings what to many of them is the ruin of their hopes in life." Very different is the attitude of the French press which opposed the Herriot Government.

Thus the Paris *Journal des Débats* declares sharply that the University must not be treated like election districts, and it goes on to say:

"The University is a great moral force in our country whose status should be beyond and above political agitation. The Government offended it twice. It committed an act of favoritism by naming a professor for a place that did not belong to him. It committed an injustice in striking at the Dean, who wished to have order observed and the students respected. What is the origin of all this movement of youth, if not the provocation of the Ministry which proceeded to make an unjustifiable nomination and which closed the Law School rather than abandon a choice that was disputed?"

A bitter opponent of the Herriot Government, Gustave Hervé, editor of the Paris *Victoire*, calls the demonstration of the students a protest of indignation against "a crying injustice committed by the Ministry of Public Instruction and against the disgusting mixing of low politics with our higher education." The story as Mr. Hervé tells it is this:

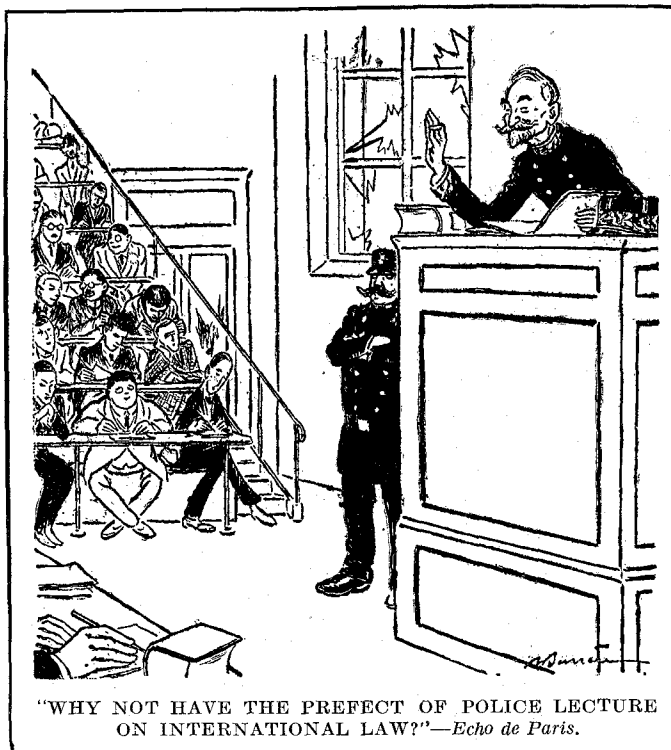
"The professors of the Law School had to choose a colleague and presented as their first choice to the Ministry, Professor Le Fur of the Law School of Rennes and as second choice Professor Scelles of the Law School of Dijon. Professor Le Fur is a Catholic Republican, which is of itself a prohibitory vice. On the other hand Professor Scelles is a Free Thinker and a Free Mason . . . naturally the Free Thinker and the Free Mason got the job."

In an article contributed to the *Echo de Paris* the deposed Dean Joseph Barthélemy pleaded that France maintain one branch of national activity free from the deleterious and corrupting influence of politics and politicians, and he urged Mr. Herriot to keep his hands off the University of France, for "it is one of the most beautiful ornaments of our country and one of the best elements for our influence in the world."

The Paris *Temps* cites a communiqué issued by the Government in which it stated that "the Government deeply respects the corporate liberties of the students, but its duty is to defend order in the Republic and the liberties of the higher education." To this the *Temps* replies:

"In the matter of the liberty of higher education, in the matter of mere liberty, there is not a Republican order and a reactionary order. Republican order is the same as any order. There is nothing different about it, except to those minds who have a distorted conception of order and of liberty. They tolerate the culture of disorder among some, while they exact respect for order from others. They accord to some liberty to the point of hatred, and refuse liberty to others to the point of injustice. Of course during the past ten months the Herriot Government has accustomed us to see disorder ignored when it proceeded from the Socialists, and it has accustomed us to see liberty denied when it was claimed by the opponents of the Socialists. But this way of doing things occurred chiefly in political matters. Now, however, it has spread into the region of education, to perhaps the most noble of all schools, the Law School, and it has spread to those who are most sensitive to its effect, namely, the rising generation."

The Paris *Figaro* says: "No one will endure that the Dean of the Law School should be treated like an under-prefect."



SCIENCE - AND - INVENTION

TEXAS POTASH—BETTER THAN GOLD

POTASH HAS BEEN FOUND IN TEXAS. This may not sound particularly exciting; but if the deposits prove to be as great as mining experts think they are, their value will far surpass that of all the gold-mines of the United States. So at least says George Otis Smith, Director of the U. S. Geological Survey. Guy Elliott Mitchell, writing in *American Forests and Forest Life* (Washington), advises our farmers to stop worrying about Muscle Shoals and the question of cheap nitrates, and to concentrate, for the moment, on the survey of the Texas potash fields, for which Congress is now being urged to provide necessary funds. Incidentally, this find may free the United States from industrial serfdom to Germany, which country still holds a

last year our domestic production was less than 40,000 tons, against purchases from abroad of 750,000 tons.

"When the potash fight began with Germany over excessive costs, some twelve or more years ago, Congress gave the Geological Survey small annual appropriations to search for American potash, and geologists examined the entire Western arid region in the belief that there were to be found, in the great basins of the West, extensive potash beds similar to those of Germany. Such beds have now been found.

"Like the German deposits, the Texas potash beds were once the floor of a great interior sea. The sea became cut off from the ocean and eventually dried up, leaving all the salts which were held in solution deposited in extensive layers or beds of common salt, potash, and other minerals. Deposits of other material were laid down on top, so that now the potash beds are found at depths of several thousand feet.

"In this discovery of potash there has been little of the romance that has attended the great gold strikes in America. The situation is not yet entirely satisfactory, because the oil-drillers use churn drills, which mussy up the drillings into a slush and do not give the geologist or the chemist the exact knowledge of the rock strata that a core drill does. Indeed, it is wells bored by diamond drills, which cut out the cores of the rock entire, that we must have; and it is to provide them that Senator Sheppard, of Texas, recently succeeded in getting through the Senate an appropriation of half a million dollars to enable the Geological Survey to locate the potash beds and determine their magnitude and richness. It is hoped that this bill will pass the Congress next year. But even the result of the drillings thus far made has caused no little excitement among economists and fertilizer men. The tract in which potash has been found here and there is enormous—about 125 miles by 275 miles long."

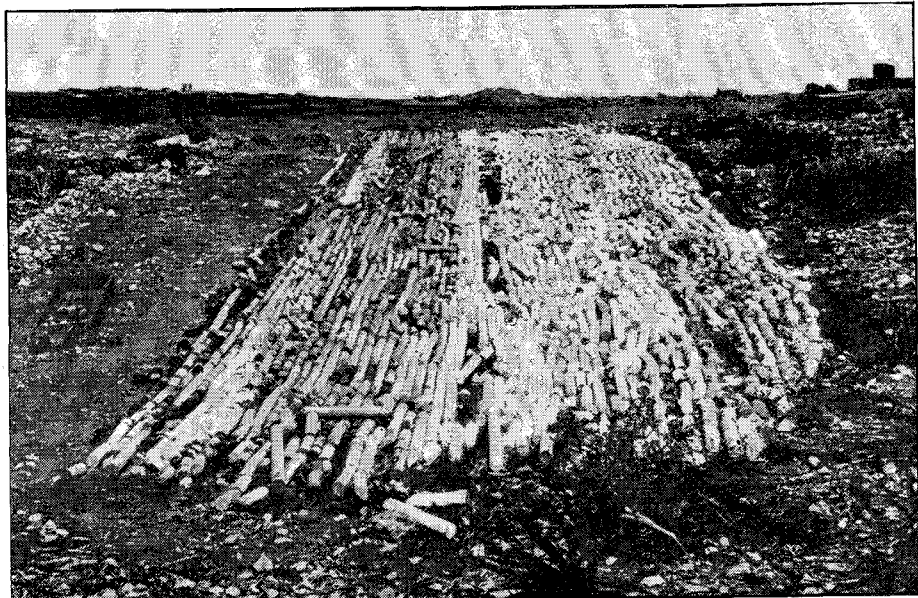
The Texas potash, technically known as polyhalite, is not very different from kainit, one of the natural potash salts

of the German mines, which is sold in large quantities direct to American farmers.

Additional drilling will, of course, be necessary. Geologists are of the opinion, however, that the various beds will be found to be of large extent, while it will be strange indeed, Mr. Mitchell thinks, if thick beds are not discovered. The more wide-spread and effective fertilization of American soils is not merely an agricultural requirement, as the Geological Survey points out; it is a national necessity. The wearing out of American farming soils constitutes a menace to the nation of no small proportions. Scientists and others have stated that this question of farm fertility is the most important economic problem of the United States to-day. Our war debts are huge, but our great farming area, kept permanently productive, will in the course of a few years produce enormous aggregate wealth. To quote further:

"Now, have we found potash in great quantities? Our practical men of science say that we have, and that it is urgent that we should have early and reliable information as to the exact location, extent, and richness of the beds.

"This would appear to be a far bigger question for the consideration of farmers than that of whether the Government should make artificial nitrates, at Muscle Shoals or elsewhere, important as the latter may be."



Photographs by courtesy of *American Forests* (Washington, D. C.)

SOME OF THE EARTH'S HIDDEN RICHES IN POTASH

This great find in Texas of nature's stored-up fertilizer may free the United States from industrial serfdom to Germany, which still holds a practical monopoly of this necessity for food-production.

whip-hand over most of the world through her practical monopoly of this prime necessity of food-production. Says Mr. Mitchell:

"The German world-monopoly deposits at Stassfurt were discovered while drilling for salt, and the potash has proven to be worth a thousand times the value of the salt. Curiously, too, the Texas deposits were discovered while drilling for oil; and even should this Texas oil-field prove to be the richest oil-field in the country, its value would be insignificant compared with the value of the potash, if these deposits are found to be anything like as great as the Stassfurt mines.

"'Oh, well,' the average citizen may say; 'doubtless it will be a good thing for the farmer, but the rest of the country is not specially concerned.'

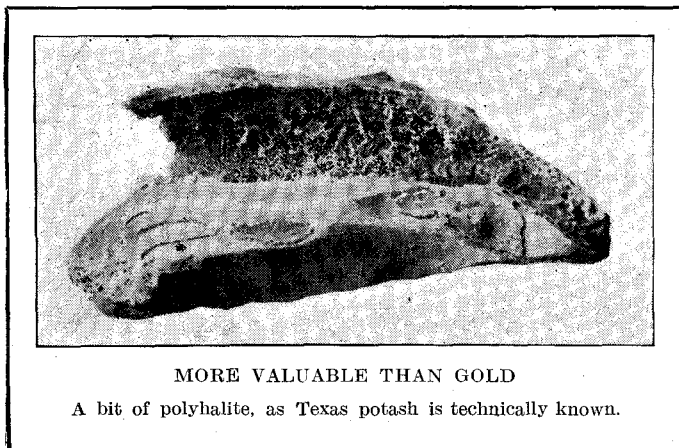
"Never a bigger mistake in the world. Primarily, yes; but it directly affects the pocketbook of every man, woman, and child in the United States. Potash is a vital necessity to the production of every mouthful of food that we eat. At the present time we do not use nearly enough potash on our farm lands, because it costs so much to import it. German potash-producers again have American farmers by the throat.

"When the importations of German potash were cut off by the war, the United States was driven to extremes to produce enough potash for our minimum needs, and later for our war needs, since potash is used in manufacturing explosives. In spite of very strenuous efforts, but little was accomplished, and

FINDING OIL WITH EARTHQUAKES

ARTIFICIAL EARTHQUAKES, produced by detonating large charges of explosives, are the latest aids invoked by the oil geologist in his search for petroleum-bearing rock formations. Dr. L. Mintrop, a German seismologist, is the originator of the method. Says Science Service's *Daily Science News Bulletin* (Washington):

"Oil pools are usually found in or under the dome or ridge of an 'anticline,' or inverted V-shaped fold of deeply buried rock. It



MORE VALUABLE THAN GOLD

A bit of polyhalite, as Texas potash is technically known.

is important therefore to know the direction and degree of slope of the layers in a rock formation where oil is to be sought. Dr. Mintrop's method depends on the fact that earth tremors, upon striking a massive layer or rock, are reflected in much the same fashion as waves in a pool striking the shore, or like sound waves striking a cliff and producing an echo. A heavy charge of explosive is fired, and the resulting ground waves are recorded by portable seismographs set up at suitable distances. The characteristics of these reflected waves, particularly the amount of extra time they have required to reach the instrument as compared with the waves which have traveled direct without reflection, furnish data for calculating the inclination of the rock strata."

A new record in salt-dome discovery has just been made in Texas by this "earthquake" method. Within the space of a week, two new salt domes were drilled into and proved, says *The Mining Journal-Press* (New York). During recent years the discovery of even one new dome was a great event in the development of the Gulf coastal region, for all of these formations that were well marked on the surface had been long since "picked up." When it is considered that each dome is a potential oil field possibly containing up to 100,000,000 barrels of oil, the discovery of two such domes in one week is an event of great importance to the petroleum industry, and a record in the history of the Gulf Coast. We read:

"Will this record stand? Possibly not, for it is due not to chance but to scientific discovery, which has solved the problem of finding these hidden structures. One method of search employs the Eötvös balance, an extremely sensitive instrument that detects small changes in the force of gravity caused by masses, in the earth's crust, of greater or less specific gravity than the surrounding rocks.

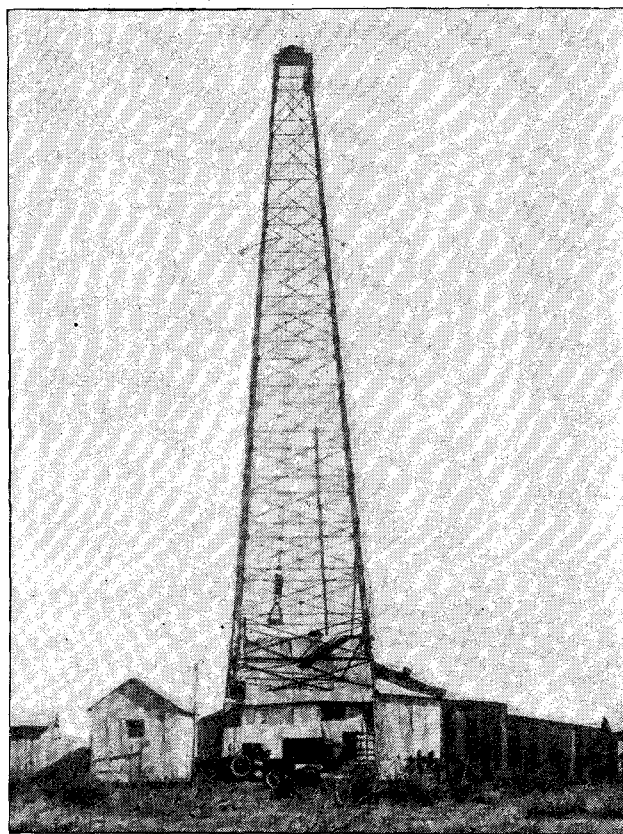
"A second method of search is conducted with an instrument operating on the principle of the seismograph. Miniature earthquakes are produced by the explosion of large charges of dynamite. The charges are set off singly, at regular intervals along coordinate lines, with the instrument placed on the line of firing. The vibrations caused by the detonations are recorded by the instrument. If no dome is present, one set of vibrations is registered; if a dome intervenes between the seismograph and the blast, a second set of vibrations is recorded. From the interpretation of these photographically recorded vibration lines, it is claimed and apparently proved, the position of a salt dome can be determined positively. Not only that, but the depth to the cap of the salt plug can be accurately predicted and the cap-rock contours drawn."

VITAMIN IN MOLASSES

"TREACLE AND BRIMSTONE," a favorite medication of our fathers, may be good for us after all. Its administration may have been based on sound nutritional philosophy, altho the principles affecting it were yet in the womb of time. Our ancestors knew perfectly well what was good for them in any numbers of cases, altho they had never heard of a vitamin. Of molasses as a food, an editorial contributor to *The Journal of the American Medical Association* (Chicago), says that the old-fashioned kind has largely gone out of use. Under a variety of names it has had a long and varied history in connection with human nutrition. There was a time, not many generations ago, when treacle was regarded as a panacea for a diversity of bodily ailments. It was mixed with various medicaments to provide supposed tonics or otherwise effective remedies. He goes on:

"Formerly molasses was the mother liquor remaining after the removal of one crop of sugar crystals from the boiled-down juice of the sugar-cane. As the separation of cane sugar by one crystallization is far from complete, the molasses thus secured was rich in sucrose and contained also much the greater part of the other components of the cane juice.

"The introduction of modern methods into sugar-house practice has tended steadily to remove the sucrose more and more completely, with the result that the amount of molasses is decreased, its sugar content is lowered, and its content of impurities is increased. Sherman has pointed out that the term 'impurities' is somewhat misleading, since the components other than sucrose which cane juice naturally contains are unquestionably

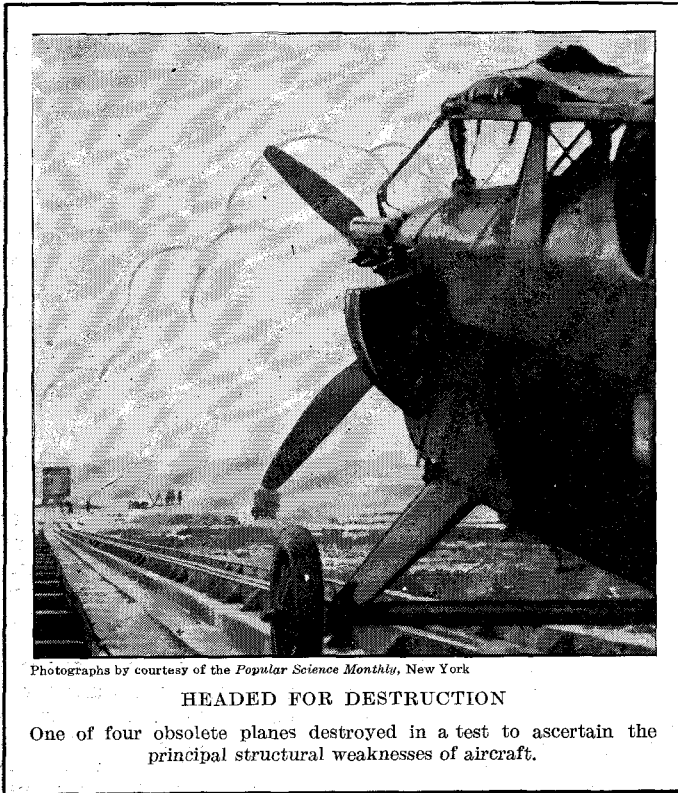


EXPLORING THE EARTH'S VITALS

This is the only core drilling outfit in the Texas potash area, and it has yielded a rich haul.

of food value; in fact, the molasses is a much less one-sided food than the sugar removed from it. Blackstrap, as the by-product of the manufacture of cane sugar is often popularly termed, is much relished by farm animals. Molasses and molasses feeds have been extensively used for many years with outstanding success in stock feeding; in fact, while the popularity of treacle as a human food has waned, the use of blackstrap in animal rations seems to have waxed.

"Perhaps, after all, molasses of one sort or another really has



nutrient virtues that have not been adequately appreciated. The animal feeder, long ago, suspected that the residual components of the plant juices, out of which sucrose is crystallized, may have a real food value. And now investigators at the Iowa State College in Ames have demonstrated that molasses is a source of vitamin B, regarding which students of nutrition are at present somewhat solicitous. With a liberal inclusion of the crude product known as blackstrap in the ration of experimental animals, maintenance and growth were satisfactory without any additional supply of vitamin B. Cane molasses is much richer in this vitamin than is either beet molasses or sorghum."

PROSPECTING WITH A CIGARET—Over the entrance to the principal mine of the Ahumada Lead Company, in Arizona, there is a large portrait, named *Antonio the Cave Finder*, says *The Compressed Air Magazine* (New York). We read:

"This Antonio is an inveterate cigaret smoker, and his practise is to wander about underground puffing copiously and keenly watching where the smoke goes. When he detects it making its escape through some break in the rock formation, the work of extending the mine is carried out in that direction. Cave after cave has been discovered by him in this way. The ore in this particular mine exists in a series of caves that seem to lie in an approximately horizontal plane and that have already been extended in the manner described for more than half a mile. Tunnels are driven under these caves; and the ore extracted is dropt directly into railroad cars that carry the raw material to smelters in El Paso. This method of mining offers little difficulty, especially as there is no water to pump and as little timbering is required."

SMASHING AIRPLANES IN A TEST

WITH CRASHES THAT ECHOED through the surrounding country for miles, four airplanes recently were hurled to destruction down an incline and against a concrete wall at Wilbur Wright Field, Dayton, Ohio, in a spectacular test conducted by Army Air Service engineers to ascertain the principal structural weaknesses of aircraft and to determine the causes of airplane collapses, as well as explosions and fires in fallen planes. Says Newton Burke in *Popular Science Monthly* (New York, April):

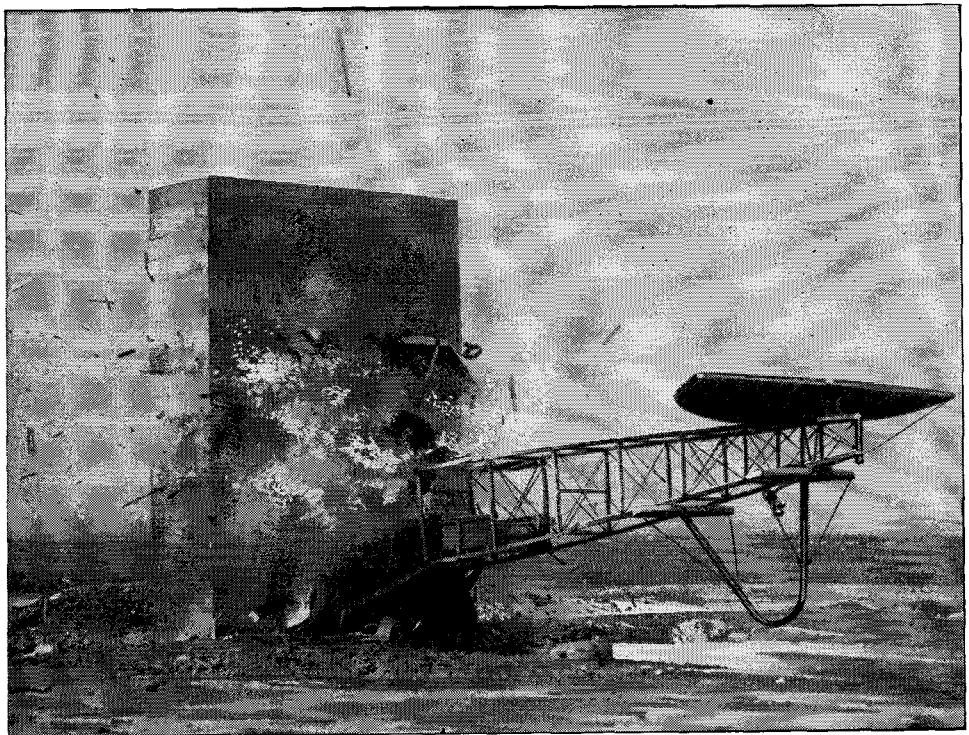
"The four planes selected for the test were old and of obsolete models. The wings were removed to prevent the planes from rising. The machines were sent away separately from a concrete platform twenty-five feet high, from which an incline track led to a concrete wall 100 feet away. Each plane was lashed to the track, and its main gasoline tank and the gravity tank on top of the fuselage were filled with 100 gallons of gas. Then the motor was started, the throttle was thrown wide open, and the rope that held the craft cut with an ax.

"Immediately the plane plunged forward. Gathering momentum with each revolution of its propeller, it attained a speed of more than 100 miles an hour before it reached the bottom of the incline. The crash heard as each plane in turn struck the thick wall of concrete was terrific. Bits of wood and metal were cast high in the air. In one case a small sliver from a propeller rose 1,000 feet in the air and fell 100 feet away. A spray of gasoline drenched photographers and engineers who were watching the demonstration from shelters twenty-five feet away.

"In each case, the propeller shaft embedded itself in the concrete to a depth of about a foot. The frail propeller was reduced to splinters. Each plane rebounded slightly from the wall, then crumpled into a shapeless and shattered mass of metal.

"In one respect the test failed of its purpose—no plane caught fire or exploded. Army engineers stated afterward that the cause of fire and explosion in planes that have crashed to earth is highly mysterious. Usually, tho, it occurs in planes that have descended in a nose-dive. Crashing in this position causes the entire structure to be deluged with gasoline, thus readily starting a fire if sparks occur. This method of descent was not reproduced in the tests, the runway down which the planes sped being inclined at a comparatively small angle.

"The Army engineers are not yet ready to announce the results of the tests regarding structural weakness of aircraft."

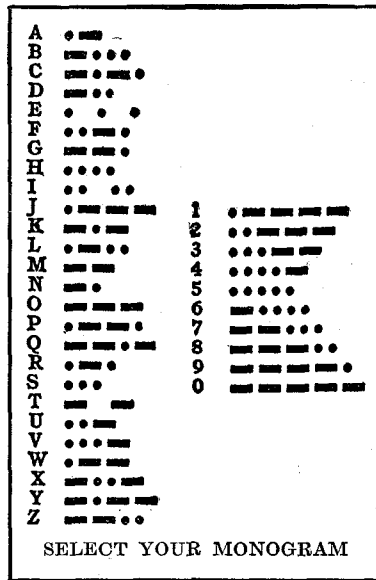


A HUNDRED MILES AN HOUR, AND THEN—

The terrific crash of an airplane sent against a concrete wall. "Bits of wood and metal were cast high in the air. In one case a small sliver from a propeller rose 1,000 feet in the air and fell 100 feet away."

SHALL SURGEONS SIGN THEIR PATIENTS?

A PROPOSITION that the operating surgeon shall leave his name permanently on his patient is surely unique. It is made, in all seriousness, by Dr. Evan O'Neill Kane, of Kane, Pa., in *The American Journal of Surgery*. Dr. Kane further states that he is now carrying out his plan, and that so far



he has encountered no opposition. Artists and sculptors affix their names or initials to every completed masterpiece, argues the doctor, as the artisan does his mark to his handiwork and the tradesman his trade-mark. Why should not surgeons do likewise? He continues:

"With this thought in mind, I was led to inscribe upon my operated patients, by the simple means of a tattoo, my last initial in radio code. My method has been as follows: Immediately upon completion of the operation, my assistant makes a smirch of India (drafting) ink in the operative field near the

site of incision, and therein, while the ink is still wet, with cambric needle or pen prick I scratch the desired marks. These, tho indelible, are hardly prominent enough to be objectionable cosmetically and if the tattooing is done carefully it attracts but little attention.

"I have so far made use of the radio modification of the Morse alphabet, using only the initial letter of my last name, as no one else, so far as I am aware, has been so identifying his operated cases. My initial 'K' is thus designated by a dash, a dot and a dash, and my surgical colleague's last initial 'O' is designated by three dashes (dashes I indicate by a scratch or by two pricks close together).

"For a while I even added the day, month and year in the same way, but this I have omitted of late, because, as it consumes a little time, if the patient comes out of the anesthetic before the tattooing is completed, pain might be occasioned by so elaborate an undertaking. Otherwise, not over thirty seconds are required.

"Despite this objection it is of advantage to read near one's patient's scar the approximate date of operation without having to refer to notes. It saves time and obviates the risk of being thought unduly forgetful. Let us suppose the operation to have been performed January 2, 1924; this date would read: A dot, four dashes; two dots and three dashes; four dots and a dash; the last to indicate the 4 of 1924, which to a man of my age is all that remains necessary to signify the year.

"Tattoos in red or blue are as easily made, but not so distinctly visible. One might, however, employ red as less cosmetically objectionable than black, while some combination of red, black and blue might readily embody a private cipher, if such is desired.

"In this way much might be said for future reference without the patient being cognizant of its meaning.

"One does not always remember in the hurry of office examinations whether the patient under observation has been operated upon by him or by another. His own peculiar scars are not always dissimilar enough to those resulting from the incisions made by others not to lead to error, and it is disconcerting to bestow encomiums which prove to be self-praise, or to censure oneself for having produced post-operative rupture, the fault or failure of a brother surgeon! The presence or absence of the tiny black dots prevents these mistakes. I regret that I did not begin this simple etching many years earlier in my professional career.

"So far, to my knowledge, no patients have made any objection to having been tattooed; on the contrary it has seemed to please them as a mark of distinction.

"Many, strange to say, have failed entirely to discover the slight disfigurement."

EMOTIONS DUE TO COLORS

THE EMOTIONAL EFFECTS OF COLOR are discussed by M. Luckiesh, director of the Lighting Research Laboratory of the General Electric Company, in *Save the Surface Magazine* (Philadelphia). In our uses of color for decorative purposes, he tells us, the emotional effect is intricately interwoven. Colors have such physical properties as brightness, richness, delicacy, irregularity, dulness and purity. When we observe these properties we are thinking of the colors themselves and their expressiveness. Also, a color may be agreeable, unpleasant, pleasing, sickening, stimulating, neutral, subduing, depressing, warm, cold, weak, or cheerful. Also:

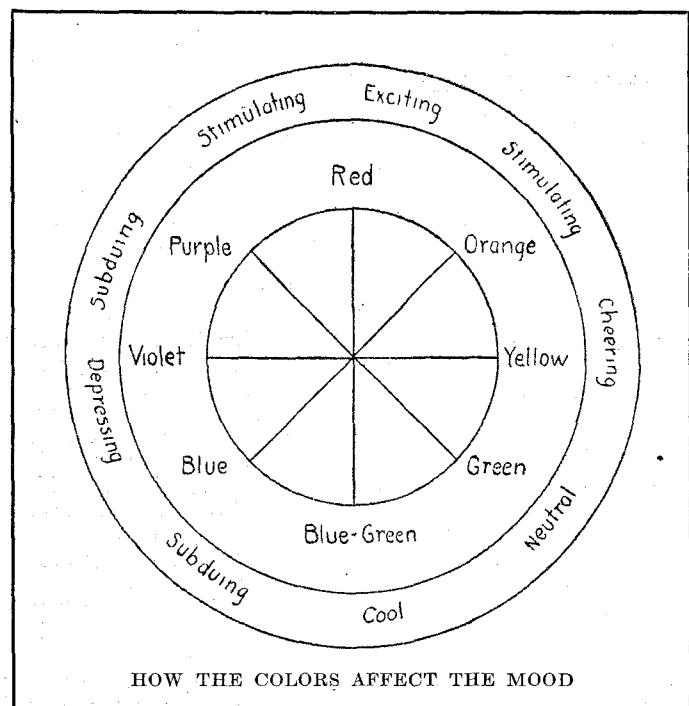
"The physiological and psychological powers of colors are proportional to the purity of the colors. That is, if we dilute a color with white, or subdue it with black, the resulting tint or shade is not so powerful in emotional value.

"Red, orange, and yellow are exciting or stimulating, with the maximum effect for scarlet or orange-red; and yellow-green, green, blue-green, and greenish blue are neutral or quieting, with the maximum of neutrality for green. Blue, violet, and purple are subduing or even depressing, with the maximum effect for violet. These are effects which are obtained for all persons when the colors are viewed just as colors; that is, not as a part of any color scheme. If an entire room and all the objects therein were painted a single pure color the effect upon any normal person would be as indicated in the foregoing. Just as in the case of color preference, the environment of a color or its relation to other colors in a decorative scheme modifies its emotional effect. Nevertheless, we can not understand color or utilize its powers without systematically analyzing its various phases.

"Red may be exciting, loud, passionate. It may suggest rage, blood, or valor. When it is a deep red it may be subduing. When it is yellowish it may be hot.

"Orange is stimulating, warm, and, therefore, may be comforting or irritating, depending on whether or not we desire stimulation or warmth.

"Yellow arouses cheerfulness and warmth. If it is a greenish yellow it may be sickening and may arouse various associations such as jealousy, sickness, and cowardice.



"Green is neutral and may make us feel peaceful. It is neither sad nor cheerful.

"Blue is cooling, sobering, subduing. When it borders on violet it may become depressing.

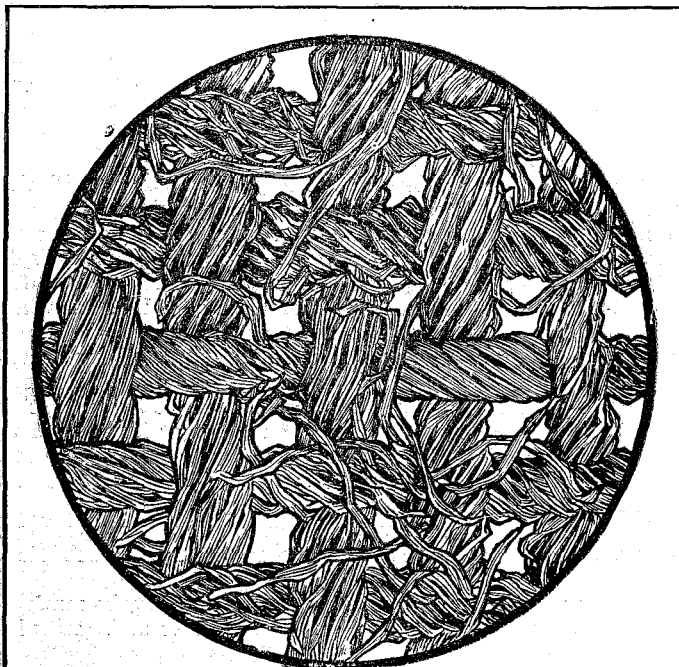
"Violet is likely to be hard as well as gloomy and depressing.

"Purple has some of the characteristics of violet. It is generally a subduing color.

"It may be interesting for the reader to add to these effects out of his own experience."

SPONTANEOUS COMBUSTION

FIRES "OF UNKNOWN ORIGIN" are probably due in large part to spontaneous combustion, says the editor of *Fire and Water Engineering* (New York) in introducing an article on the subject by Raymond Szymanowitz, a chemist of Newark, N. J., who has made a special study of it. We are told how and why such combustion takes place, and are given an explanation of its details, with the circumstances under which it usually occurs. Most of it resembles ordinary combustion in



WHY OILY RAGS SMOLDER AND BLAZE

The coarse fibres, here greatly magnified, give a large surface for oxidation of the oil. Oxidation makes heat, which speeds up the oxidation, making more heat, till ignition follows.

being simply a chemical action between the combustible and the oxygen of the air, differing from it in being, at the outset, very slow instead of rapid and violent. Writes Mr. Szymanowitz:

"Under certain conditions, various materials ignite spontaneously. These circumstances, while well known, are somewhat difficult to duplicate for purposes of demonstration because of the necessity of an ideal combination of factors. The exact conditions, nevertheless, occur by mere chance far too often in practise.

"Combustion is dependent upon a combustible material being raised to its kindling temperature in the presence of a supporter of combustion. It is a chemical reaction known to the chemist as oxidation—a reaction between oxygen and another substance. When intense it is usually accompanied by flame and constitutes what is commonly termed fire. Combustion, or oxidation, proceeds at different speeds. Compared with gasoline, smoldering rags afford a good example of slow oxidation, but when compared with the rotting of cloth, it is an example of fairly rapid oxidation. The deterioration, decomposition and decay of numerous substances may be ascribed to slow oxidation.

"In the process of oxidation heat is evolved. The amount is dependent upon the quantity and nature of the materials but not upon the speed of the oxidation.

"If iron wire is heated to redness and plunged into a vessel containing pure oxygen it will act much like the 'sparklers' used on the Fourth of July. It actually burns. The product or ash obtained is red and identical with iron rust. An ounce of wire so treated yields an appreciable amount of heat in the procedure. If a second ounce of wire is exposed to the salt air along the coast, it will not be long before it, too, is reduced to a similar ash—rust. The process is much slower, and during the rusting process as much heat is evolved as during the actual burning of the first ounce of wire. The evolution in the first case extends over a much shorter period so that one might say the heat is more 'concentrated,' thus making it easily detectable by the sense

of touch. Spontaneous combustion usually results from a slow oxidation in which the heat of the reaction, tho generated slowly, is prevented from being dissipated, and which, when of kindling temperature, causes the combustible to burst into flame.

"To bring about the auto-ignition of a substance, oxidation must proceed at a speed considerably faster than the rusting of wire. The exposure of a large surface of any oxidizable material to an oxidizing agent, the most common of which is air, will accelerate the rate of oxidation."

Increased surface area, we are reminded, is most easily attained by repeated subdivision, where ultimately a known weight of substance of a given area is reduced to an impalpable powder of the same weight but with a vastly increased surface exposure. Certain metals, one of which is lead, commonly considered as incombustible, ignite spontaneously when brought into contact with air after the treatment described. To quote again:

"Many fires of a spontaneous origin are due to the slow oxidation of oily rags. Cotton, of which most rags are composed, occurs as small fibers, $\frac{3}{4}$ to $1\frac{1}{2}$ inches in length and having a diameter of about .00075 inches. In a piece of cotton cloth the rope-like strands of which the cloth is woven are merely cotton threads composed of spun cotton fiber. Some of the threads which are slightly untwisted will show the fibers of which they are made up. If a cubic inch of material was drawn into wire as fine as cotton fiber it would have a length of 35.7 miles and an area of 5,332 square inches—almost 1,000 times its original area.

"Certain oils, known as 'drying oils,' have the ability to readily combine with oxygen. If substances such as manganese or lead soaps, commonly called 'driers,' are mixed with the oils, their speed of oxidation is increased. Linseed oil is probably the most important of the drying oils because of its wide use as a paint vehicle. Other drying oils are perilla, tung, hemp, poppy, sunflower and tobacco seed.

"Air is a poor conductor of heat. Materials composed of cellulose, such as paper, wood and cotton are also poor heat conductors. When a towel is used to carry a hot object this property is being utilized.

"With the facts just related in mind, the self-ignition of oily rags—especially those used by painters—is not difficult to understand. A huge surface of a combustible substance is carrying little more than a film of an easily oxidized oil. The oxidation process evolves heat. The oxidation, being comparatively rapid, generates considerable heat which is not readily conducted from the source of oxidation. As the heat becomes more intense the oxidation becomes more rapid, only to speed up the generation of heat, which ultimately reaches the kindling temperature of either the oil or the rags, with fire as the outcome.

"Baled hay, straw, cotton, etc., which have become moist are liable to auto-ignition. One theory advanced to explain their self-ignition is that the moisture (water) reacts with the oxygen of the air to form hydrogen peroxid. The peroxid splits up to form water and nascent oxygen, i. e., oxygen in the atomic or active state, rather than in the molecular or ordinary state.

"Another explanation for the spontaneous combustion of damp substances is that water acts as a catalyzer. A catalyzer is a substance which, by its mere presence, permits a reaction to proceed. Many compounds, when perfectly dried, fail to react even tho under normal conditions they may enter into violent reactions.

"Fire of a spontaneous origin often occurs in piled coal. This is due to the oxidation of the sulfurous and bituminous constituents. As an aid to the prevention of the self-ignition of coal long pieces of pipe, usually of iron, are sunk into the coal to a great depth, the metal tending to conduct any accumulated heat to the surface, thus keeping the temperature within the pile below the kindling temperature.

"Light and heat accelerate spontaneous combustion. Certain rays present in light activate chemical action while heat promotes oxidation. Chances of loss of accumulated heat by conduction are greatly decreased if the surroundings are warm.

"In conclusion, one might summarize, from the facts herein outlined, the conditions under which spontaneous combustion is apt to occur, as follows: When an easily oxidizable substance is finely divided and intimately mixed with air, or when that substance exists as a film or thin coating on a second finely divided or huge surface possessing combustible properties, spontaneous combustion is liable to result, especially if the heat of oxidation is not conducted from its source by surrounding materials, or if moisture is present and the mass is subjected to the action of heat and light."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

AN EPIC MOVIE OF MAN'S FIGHT WITH NATURE

IS THE HANDWRITING ON THE WALL, or in the "Grass," for the movie star? When we get the "big" pictures, those that bring us the ends of the earth, and the lives of strange people, must we look for a Valentino or a Gloria Swanson in disguise as the hero and heroine of a great epic story?

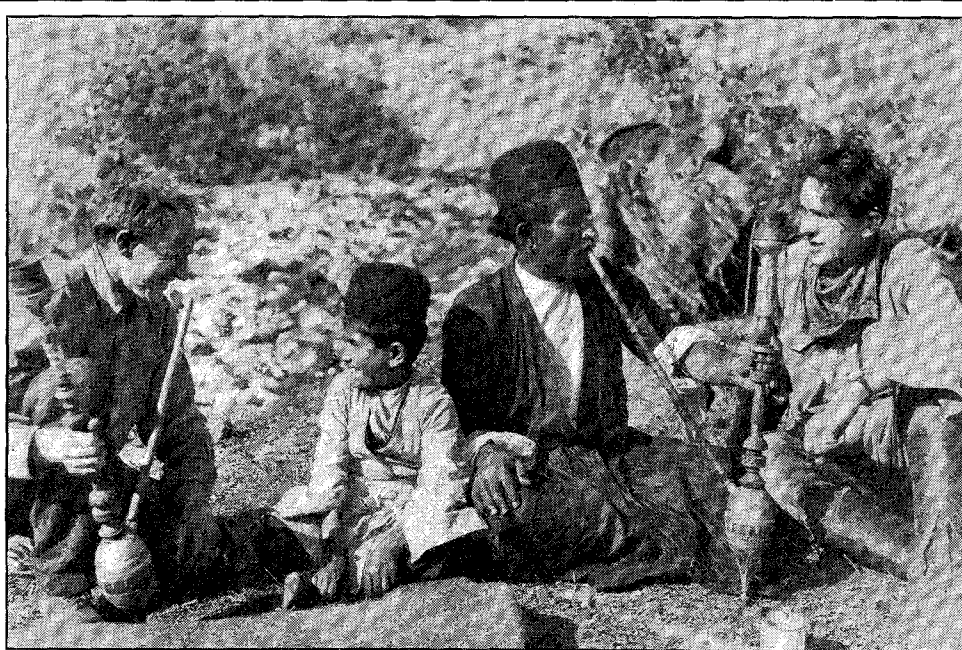
The gage has been thrown down by a picture made in Persia by three venturesome spirits who accompanied one of the semi-annual migrations lasting forty-nine days of the Baktyari tribe over desert stones, down the swift Karun River and over the snow-fields of the Zardeh Kuh Pass in Western Persia. There is no beautiful hero and heroine, no story other than the epic struggle of a tribe of primitive Aryans with the forces of nature that seem too powerful for human efforts to combat, no set episodes or staged encounters, either of love or warfare. Yet audiences at the Criterion Theater watch the unfoldment of this natural drama with enthusiastic interest. Apparently only hardened critics writing for the newspapers miss their Valentinos. The only "actor" on the screen is Marguerite E. Harrison, famous for her adventures among the Soviets, who accompanies the tribe in a sort of

quest capacity. The camera work was done by Ernest B. Schoedsack, while Merian C. Cooper, whose recently published book, "Grass," describes the adventure of the three occidentals, was the third alien. Mr. Cooper, as the creator of the movie, so to speak, has said he would like to have used a native romance as a foreground episode to this entirely sincere and unposed picture; but conditions forbade. The New York World dwells upon this lack of the usual movie thrill:

"To the person who has sourly concluded that art is art and movies are movies and never the twain shall meet, the new picture 'Grass' will come as a surprise. It compels complete revision of all ideas as to what can be done and what cannot be done with the camera. It deals, to begin with, with a theme which is peculiarly the camera's theme, a theme that cannot be adequately presented in literature, drama, or any of the orthodox arts—the struggle of man against nature for existence. Avoiding the pitfalls of traditional movie treatment, the producers have managed to extract the maximum of effect that is in it. Correctly judging that this struggle is too grim a thing for what is called 'romance,' they have left romance out. There are no lovers going hand in hand into the wide open spaces where men are men and the hand-clasp is stronger. There are no lovers at all. There are no lingering embraces, no carefully posed close-ups. But there is human drama of the simplest, most moving sort. There are sweat and labor and patient courage, and in some subtle way a suggestion of the primeval straining and grunting that inheres in this fight of man for his bare existence.

"What is the lesson to be learned from it? What is the difference between this picture and other pictures? At bottom,

it is probably a question of honesty. Other pictures dealing in a general way with the same theme have approached it artificially, and as a result have been false. This picture approaches it realistically, and as a result is true. Obvious as the formula seems, it has the effect of startling novelty. Small episodes develop terrific voltage. Where we are accustomed to see death



Photographs by courtesy of "Famous Players"

TAKING A CHEERFUL VIEW OF THE FUTURE

Just before the great trek Ernest B. Schoedsack, the photographer, on the reader's left, and Merian C. Cooper, author of "Grass," at the right of the picture, discuss the prospects of snow and swift running rivers with Haidar, chief of the Baktyari, and his son, Lufta.

portrayed with a maximum of theatricality, here it is presented as a simple bleak fact, yet fraught with elemental pathos. Two or three sheep swim in a torrent, struggling for their lives. Gradually their heads sink lower and lower, and suddenly the waves close over them. Their demise, hardly noticed in the turmoil of a river-crossing, is more moving than all the glycerine tears that have ever been shed. . . . If simple emotional and esthetic honesty is all that is needed to do things like this, by all means let us have more of them."

The World has been conspicuous lately for developing contrary opinions between its editorial writers and its critics; so in this case Mr. Quinn Martin thinks the Famous Players-Lasky Co. "have made a big mistake," and he seems to feel he is right because "this is the first time, so far as I know, that I have asked for more love-making in anybody's film play." He writes:

"With its wealth of stirring and authentic pictorial material in hand it might have been woven into a film drama so tremendous in its sweep that all other screen plays of the type known as 'big' would have fallen into utter insignificance beside it. Even so workable a plot as was seen in 'The Covered Wagon' would have sufficed. With a leading man of the Valentino sort and a leading woman such as Leatrice Joy, or even Gloria Swanson, and with a romantic story even ever so slight, there might very well have been a triumph in the dramatic cinema.

"As it stands, the picture makes no pretense of being a play. It is a chronicle in moving picture form of the struggle for existence of a remote Persian-Arabian tribe. As such, it is good.

"In order to live, the tribe must provide food for its livestock, and these beasts require grass. The most arresting of its views

are those showing the eternal march over snow-covered mountains, across the blazing, sand-swept deserts, through raging rivers.

"The ingenuity of these semi-civilized and desperate crusaders as they fashion implements of travel as the emergency requires, is astonishing. Scenes of heroism as the men and women and children and goats and cows and horses fight their way across the streams are exciting at first, but it seemed to me that far too much time was devoted to these various episodes, frightening and surprising as they were.

"Here, perhaps, is the outstanding reason why a real drama should have been made of 'Grass.' The picture is not long, as we

CALLING FOR THE CRITICS' HEADS

DRAMATIC CRITICS MAY BADGER the actors and the plays as they come along, but in return they have to stand a lot of badgering themselves. The New York *Evening Post* devotes a generous space almost daily where the actors may "sass back" at the critics. A prominent New York manager is quoted as having said in the London *Morning Post* that he "wanted the dramatic critics abolished." His further words place him in a somewhat contradictory position.

One utterance is that the critics do "enormous harm"; another that "the people of New York no longer pay the slightest attention to what the critics say." The situation created is naturally one to set the agile gentlemen in the mood of their best retorts and the New York *World* gathers up some of these:

"George Jean Nathan, *American Mercury*—When Mr. Selwyn puts on a play that will get good notices from the critics he will change his mind. America has not suppress dramatic critics because there are practically no dramatic critics to suppress. Many persons write criticisms but one hardly calls them dramatic critics. Of course, the people of New York pay no attention to the critics. I don't myself, and I write the stuff.

"Heywood Broun, *The World*

—If the critics have been suppress, what is Mr. Selwyn worrying about? I can not quite grasp his idea.

"Gilbert Gabriel, *Telegram-Mail*—Spring has come and perhaps Mr. Selwyn is right that the critics should be abolished. The critics, however, seem to be in pretty good standing with the public. If the critics are not read, how can they do any harm? If they were harmful, the theatrical managers would not quote them. Critics these days do not set themselves up as superiors. They have humanized dramatic criticism, for the critics are just normally intelligent persons capable of giving a normally intelligent review in a readable, interesting fashion.

"Burns Mantle, *New York Daily News*—The day of the dramatic critic as such has passed out. Now we have reporters of the theatre who can be trusted as guides. Each critic has his own public following him, trusting his judgment. Critics are as active as they ever were. When a play succeeds, the managers give the credit to the play, but when a play fails, the critics are to blame."

Mr. Broun of the *World* took another day to think it over and then gave out a half-column or so of his delicious fooling:

"I wouldn't mind very much if dramatic critics were abolished. Many varieties of newspaper work are far more interesting than reviewing shows. Of course, I don't know just what form the abolition is to take. Perhaps it will be by legislative enactment, and again it may be that Mr. Selwyn purposes to lead an angry group of vigilantes against the dramatic departments.

"And that doesn't terrify me, for as soon as the riot call sounds I shall join the mob and shout 'Kill the critics!' just as loudly as anybody else. And if my loyalty to the revolution is questioned, I shall identify myself as an actor and produce my membership card in the Equity, even though I am a little behind on my dues.

"Once before, I remember, I contemplated a similar sedition against the newspaper craft. At the time of the Dempsey-Gibbons fight in Shelby, the rumor went about that the townspeople were planning to attack the correspondents. They felt that the visiting New York writers had ruined the prospects of large attendance at the bout by their sneers and derision. Dick Little of the *Chicago Tribune* and I deserted together. Each of us procured a cowboy costume and laid our plans to mingle with



FIRST OF THE GREAT OBSTACLES

Going from the winter to the summer grazing land the Baktyari tribe first cross the Karun River, a raging torrent negotiated on rafts supported by inflated goatskins. The herds swim. The film shows some tragic disasters to the stock. Here is the Cleopatra barge of the Chief's women.

know the average special film production. But it is too long as shown."

On the other hand, "those valiant and revolutionary souls who dared harbor an opinion that such films as 'The Covered Wagon' and 'The Iron Horse' would have been better pictures without their respective love-stories," says the New York *Evening Post*, "may now lift up their heads and shout." Continuing:

"It was said, shortly after the opening of 'Grass' last Monday night, that a love story would have improved the picture. A romance interwoven with the story of the migration over the mountains and across the rivers would, according to reliable authority, have made 'Grass' a really 'big' picture.

"Perhaps it would. We are of the opinion that 'Grass' is a 'big' picture now, but if the addition of Gloria Swanson as a tribal beauty rescued at intervals by Rudolph Valentino in the guise of a handsome goat driver be all that is necessary to insure 'bigness,' then by all means let us call in Miss Swanson and Mr. Valentino, deck them up in the proper garments and crank off a few scenes in the Hudson River and on Bear Mountain.

"But what if we did? Just how would the insertion be effected? Even a Swanson-Valentino love story would look a little out of place thrust in upon that picturesque Persian background, against that steady stream of Baktyari who did not need to dress up and act to attain romantic glamour. There is already romance a-plenty in this portrayal of the struggle of a people for grass. It is the romance of a group, a tribe of 50,000 souls. Why single out a few poor individuals for heroic deeds when the heroism of the entire 50,000 is so graphically portrayed?

"We do not hold with the view that 'Grass' is a travel picture, a 'bigger and better' visit to Persia. It is an epic, a moving picture story told on a grand scale. It is indeed, 'The Covered Wagon' of Persia without the love story of 'The Covered Wagon' of America. No Persian Warren Kerrigan gallops about after the daughter of the chieftain in the person of Lois Wilson.

"It is all too real for that. If Major Cooper and Mr. Schoed-sack had hit upon a romantic interlude or two among the tribesmen perhaps it would have been worth the effort. But we doubt it. To digress from the purpose at hand would have been a foolish thing."

the Westerners, once they began their march against the Pullman cars where the reporters had headquarters.

"Little's make-up was better than mine, for he went into chaps, while all I had was a big sombrero, a yellow silk handkerchief, riding breeches and spurs. We practised lolling about on street corners in cowboy attitudes. Little learned to roll a cigaret with one hand, and he was thus engaged one afternoon on the station platform when the fast train from the East rolled in. I merely stood by and attempted to be passively atmospheric.

"For a moment it seemed as if the disguises were perfect, for an old lady in the observation car was vastly excited and called to a friend to come and look.

"See the picturesque cowboys!" exclaimed the old lady, who did not seem to observe that Little actually had to call his other hand into action before he could get the cigaret to maintain its shape. She was a sweet-faced grandmother, that other old lady, but hard-boiled, for as the train pulled out of Shelby we distinctly heard her say in scornful tones, 'You know, my dear, they're not the real thing.'

"And so it may be that when the mob sweeps below the tower of *The World* and screams for the blood of a dramatic critic, that I shall face the issue squarely and calmly. I have been working on my last words. As I ascend the scaffold where the guillotine awaits me, I purpose to turn loftily upon the leader of the maddened playgoers and say with loud contempt, 'Well, anyway, this is likely to be no more painful than going to a new show by Edgar Selwyn.'

Having set the hornets buzzing by his cabled words, Mr. Selwyn was of course met at the pier when he returned, and was asked for more along the same line. He does not seem to back down on any of the positions implied in his rather brief cabled words. If anything he is more summary, and hardly stops short of abolishing the critic's function altogether. Here is how the *Herald Tribune* reports him:

"It would be a splendid idea to retire the dramatic critics. Give them pensions and have George Jean Nathan lecture to them daily from three o'clock to three-thirty.

"There are no dramatic critics in New York. They exploit themselves at the expense of the theater. To them every play must be a dramatization of the personal pronoun. They're not newspaper men. A newspaper man will give you an even break; the critics don't. They have their review mentally written before they see a play.

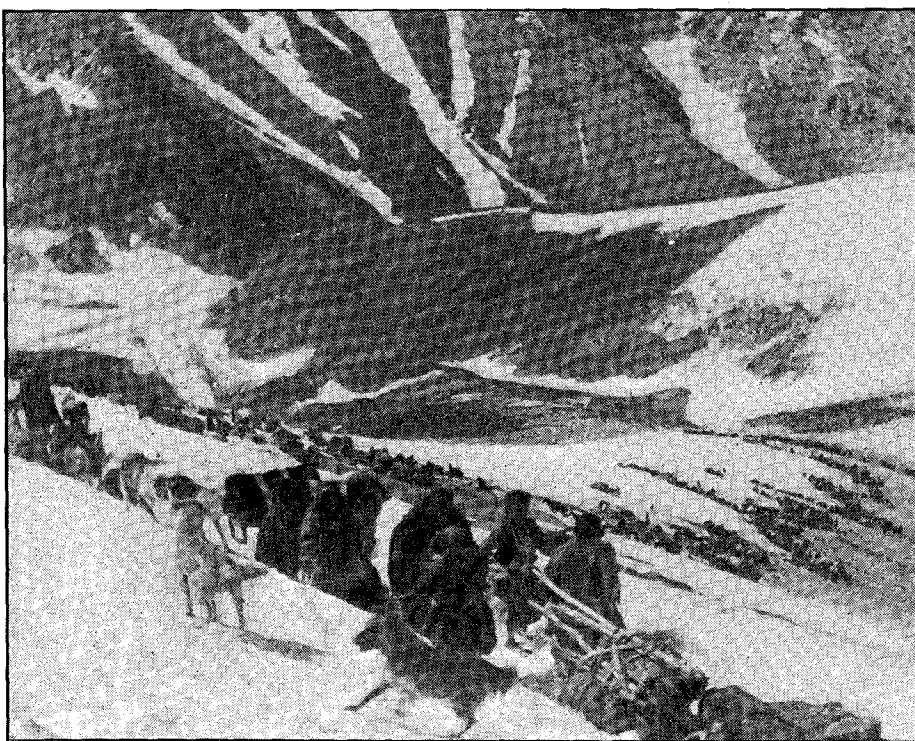
"I don't object to criticism. Criticism is helpful, but you don't get it. The only thing to do is not to pay any attention to the critics. I don't think the public pays much attention to them. When I produced 'The Mirage' all the critics knocked it the opening night. Next night the house was sold out. How do you account for it?

"I don't think the reviewers should see a play on its opening night. They shouldn't review it until the end of its first week. If for no other than commercial reasons they should not review it the first night. Why should I give away 180 seats on the one night I'm sure of selling every seat in the house?"

Mr. Selwyn deplored the dramatic critics' practise of reviewing plays which they have not seen in their entirety. He said they became tired and callous, bored, weary and careless. He even offers some editorial suggestions, stating it as his view that it is not wise to have the dramatic pages under the control of dramatic critics, because, he said, they did not allow anything contrary to their opinions to appear on the page. The work of the dramatic critic, he qualifies, has "no great effect on old producers; but it is discouraging to the younger man."

REVOLUTION IN DECORATIVE STYLES

TO "GO TO CHURCH in a galliard and come home in a coranto" was as fantastic a gait as *Sir Toby Belch* could suggest to *Sir Andrew Aguecheek*. The bibulous old knight was guying his friend and trying to make him more ridiculous than nature intended. What the French exposition plans to do to us and all the rest of the world in respect to the decorative values of all our utensils of daily life may be hinted in the second article by Carl N. Werntz in *The Magazine of the*



THE LONG, LONG TRAIL A-WINDING

For three days there is a ceaseless climb through the snow belt, bare-footed, for shoes can not withstand the wear, with no pause for sleep or rest. Thus in "Grass" they climb mountains two miles high.

Art World of the *Chicago Evening Post*. Last week we printed excerpts from his first article which gave warning of possible losses to us from our lack of participation in the Exposition to open in Paris this summer, where, he tells us, will be exhibited the things that show the "revolutionary decorative style" that is being developed abroad. The prospect which he presents is something more than revolutionary:

"Paris, so long the recognized home of the historic period styles in architecture, interior decoration, and industry, styles established by great artists under patronage of the Louis' and the Napoleons, is now calling the designers of the world together to overthrow these same classic styles. The new style, named modestly 'The Modern Style,' will, it is believed, usurp the place of the old historic period design.

"Such a revolution might not be alarming if it had to do with design in France only. This new style, however, essays to fit the entire life of to-day better than any older style possibly can. It will, if it becomes popular throughout the world, change not only decorative things, but man's desires in everything as well, from cities, office buildings, and homes, to the tiniest objects therein.

"Think this over a moment.

"Should this occur as planned, realize what it will do to all industry and commerce which have been to such pains to standardize forms to meet human wants it was fondly hoped were also standardized.

"Where America comes in lies in the fact that this modern style is not unknown in Chicago and New York. There is a good chance that America, admittedly fond of everything modern and up-to-date, will catch the contagion. The taste of France is said to be the taste of the world, so like all business contagions, this new design should be recognized and studied

by business men in America that the industry of the United States may be prepared to hold its markets.

"Like modern painting, which has come because the old masters carried painting as far as it could go in the classic direction, the modern style of decoration is to become popular because the classic periods have refined their forms to the vanishing-point of origination, and all that can be done in that field is to copy. After admitting this, the modern style forgets all the old rules and principles and sets out, in company with modern developments in the psychology of line and color, to give us new thrills.

"What some of these thrills are is already shown in miles of queer-looking buildings and pavilions newly built upon the Place des Invalides, over the Bridge of Alexander III., along both banks of the Seine, and, in addition, the Grand Palais, the monster home of the world-famous Paris salons.

"In this International Exposition of Modern Design all exhibits must be original and designed without reference to, tho not without knowledge of, the well-known plates of historic styles. Modern designers refuse to copy, preferring to depend upon their trained appreciation of lines of strength or grace, their knowledge of the psychological effect of color and a subjective study of growth in nature."

If Europe proceeds to tear down the old to replace it with the new, may we not in time come to be the torch-bearers of the antique and the conservators of tradition? See what these new departures imply:

"Because so radical departure from accepted forms would make the basic structure of our architecture different, it demands new designs in all fittings of cities, their buildings and their contents, requiring entirely new design and production in everything now in use, including even the clothes worn by those who frequent such cities. It is entirely possible that the many who can afford to do so will before long rise in the morning from modern-style beds, bathe in modern-style bathrooms, put on modern-style clothes, breakfast in modern-style dining-rooms, upon foods designed in modern-style shapes, bought in modern-style containers from modern-style grocery stores, and ride to modern-style offices, clubs or shops in modern-style automobiles. In fact, there is to be displayed a modern-style restaurant, in which everything, from pastry to pay checks, will be of 'modern form.'

"The forms of the products of almost every industry may be so greatly changed that American industry would miss many markets unless it understood. If this change should come suddenly, all our patterns, matrices, molds, designs and even our principles of structure would be worthless.

"The indications suggest that the change will really occur.

"Several great mercantile buildings in Paris, many French

homes, shops, apartment buildings, theaters, offices, etc., have already been done in this modern style. The rebuilding of the devastated areas is following the new forms instead of the old. The newest French ships are modern-style missionaries, in which every salon and cabin bring these novel ideas to America twice each month.

"Parisians of most modest means admit dreams of homes furnished in modern style. All Parisian department stores, institutions interested in supplying already created wants, but not interested in propaganda favoring one style above another, are filling their windows and departments with modern-style furnishing. Clothes of the modern style are being made and worn, and the art schools are teaching the modern style. There is no uncertainty about it, for these things have already occurred.

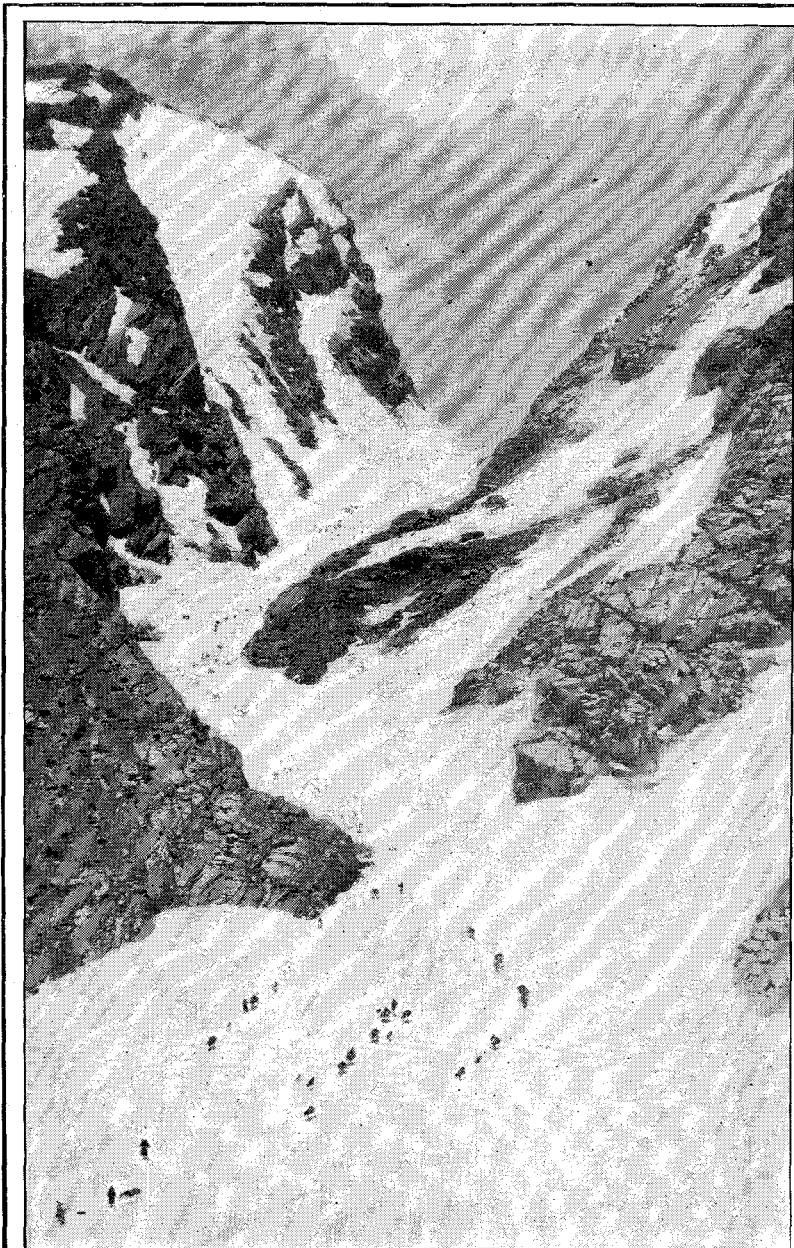
"Because this modern style, which upsets the old ideas, is so typical of the present tendencies of the world, all business men as well as artists should be prepared for the revolution in taste and industry that may come through this latest Parisian craze—the modern style."

DICKENS'S CHARACTERS SCIENTIFICALLY ANALYZED—

Mr. Micawber, Miss Flite and the numerous other queer characters who populate the pages of Charles Dickens's books are correctly depicted from the view-point of the layman who sees what he thinks he ought to see, but not when viewed by a specialist in mental diseases. This is the opinion of Dr. Charles W. Burr, Professor of Psychiatry in the University of Pennsylvania Medical School. We read his words in *The Bulletin of Science Service* (Washington):

"Dickens was an artist and not a specialist in mental medicine. Just as the dying of a great actor on the stage is altogether unlike death as the physician sees it, so

life seen with an artist's eyes is unlike life seen by the professor trained in the learning of the schools. Death as it really happens, acted on the stage, would be flat, stale and uninteresting. . . . Sticklers for scientific accuracy criticize him adversely and say that no man of science could classify, that is, pigeonhole, *Miss Flite, Miss Havisham* and *Krook*. These men of the professional mind are, to say the least, a trifle hasty. There is a wide borderland in the world of mental life, whose inhabitants are neither sane nor insane, their thoughts are ruled by laws we know not of, they can not be classified, and so different are the types that almost any combination healthy man can conceive may be met there. We men of science try to classify them and call them paranoids, mattoids, and many other names; but the country is a jungle full of strange animals still unclassified."



A SCENE THAT TAKES AWAY THE BREATH

Through the pass of the Zardah Kuh go the tribes who are thought to be pure Aryans, remnants of our ancestors. "Grass" shows them in the primitive home.

RELIGION-AND-SOCIAL-SERVICE

NEW YORK STUDENTS' PERVERTED CODE

FORGERY, GAMBLING, AND CHEATING are the common and accepted practise among a large percentage of high school students in New York City; under their perverted code it is only he who is caught who is guilty of offense. It is not immoral to cheat, but it is inexcusable to be found out. This is from the report to the New York City Board of Education of its Committee on Character, which for a year has been making a special survey of moral conditions in high schools. The report bears out, in startling degree, the findings in the article on juvenile delinquency appearing in *THE LITERARY DIGEST* March 28, under the title "The Juvenile Jazz to Jail," which has been widely commented on in the press. The great age of jazz, then, is damned by its fruits. Morality, in its wider sense, is placed in the attic of the mind, along with the discarded philosophies of a primitive age, and youth meanders down the primrose path, careless of immediate perils and oblivious of the pit which awaits it at the end. In the New York high schools we have an example as ominous for the future as any that has been brought to public attention, and, dangerous as the literary vice of repetition is, this survey of lamentable conditions in the country's greatest metropolis must be listed with all those others which have been dinned into our ears. To begin with, the authors of the report, who have gone about their duties with painstaking care and the zeal of crusaders, are forced to admit that at present the Church, as a direct moral agency, touches the lives of only a small proportion of our youth—a charge too often brought—and that "those who teach in New York City know too well how sadly lacking is the moral influence in many homes to-day"—further evidence of the sin of omission committed by parents. These teachers "know indeed that in many homes the parent is no longer the controlling and directing influence." It may not be surprizing, then, that the investigators find that the character of the student body has "radically changed in the last twenty years and no longer represents the select group preparing for college." As we read in the printed report,

"A cosmopolitan high school is a cross-section of the great city itself, including every element of society, every race, every color, every creed. As a result, the school disciplinarian has to deal with almost every conceivable kind of crime. He must frequently call on the police for help. To maintain law and order he needs the training of a detective; he often wishes he had a fingerprint expert, a psychologist and a psychiatrist.

"Fortunately this element constitutes but a small fractional part of our high school population. The rest are interesting young people to know and to work with, full of enthusiasm and energy and responsive to leadership. It is true that some of them are loud, ill-mannered and overconfident. Others are of the flapper type, with the bobbed locks and ever-ready mirror, rouge, and powder puff. But this is only the exterior representation of their environment. They are, in reality, warm-hearted, generous-minded boys and girls, full of initiative, surprizingly free from prejudices and remarkably loyal in their devotion to an ideal to which they are pledged.

"But," says the committee, "the shock comes when we learn their code of morals." For the investigators discovered that—

"These same delightful young people believe that it is all right if they can 'get away with it.' They lack respect for parents and for authority. To copy home-work is entirely honorable if they are not caught. Forging a signature is a simple way of saving a lot of trouble. 'Cutting' is to be commended if they can 'get by.' Thieving is a matter of almost daily occurrence. Cheating is no disgrace if the offender is not detected.

"'Shooting craps' is an ordinary pastime among boys. When

called to account they are seldom sorry that they have offended, but they are extremely sorry they 'got caught.'

"Now this characterization does not apply to the whole high-school student body by any means, but it does apply to a large percentage of our boys and girls. They have adopted the code of the street because they have never learned a higher code of morals.

"In the face of these facts this committee believes there is urgent need of moral instruction in the high schools. We must give definite, positive instruction as to questions of right and wrong. The school program must provide opportunity for frank discussions of matters of conduct and behavior. The aim should be to develop clear-cut conceptions of positive virtues, to present the principles of right living that will govern boys and girls in making moral decisions, rather than to stress the negative, 'Thou shalt not.'

Admitting that such a program will require radical changes of present-day educational aims and practices, the committee says that the high schools have heretofore regarded intellectual attainment as the chief aim and that character-building and training for citizenship have been very much relegated to the background. The committee, however, opposes the proposed plan to excuse pupils from school in regular hours to attend church schools for religious instruction, maintaining that there is ample time outside of school hours for religious instruction. Here is a summary of recommendations for character-building in the school:

"1. The formulation and adoption by students of ethical codes and their use as the sanction of school collective opinion for standards of right.

"2. The use of section and general assemblies for instructional and inspirational work in character education.

"3. The training of students in responsibility for standards of conduct, manners and taste, through student organizations.

"4. The use of citizenship, or character, ratings on the permanent records and on the reports to parents.

"5. Discipline, based on sympathetic understanding, with attempt to change student's attitude. Services of psychologists for better understanding of abnormal pupils.

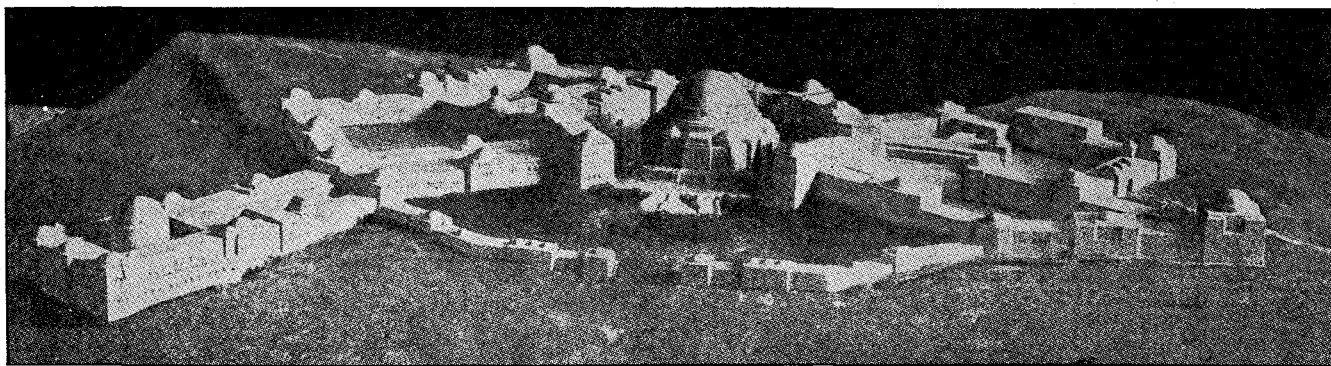
"6. Sympathetic cooperation with the home and with welfare agencies.

"7. Revision of wording on diplomas to include both character and scholarship qualifications.

"8. Emphasis on demands of colleges and business firms for credentials of good character.

"9. That the position of Dean be established in high schools, for direction of character education."

The revelations made in the committee's report bring a shock to many editors, too, and they pause, in writing of more worldly things, to say a good word for the committee's recommendations, and to lament that there is such dire need of them. "Certainly it may be said that it would be far better for the proper development of citizenship to give elementary and fundamental moral instruction in the schools than to seek the desired end by early instruction in civics or in the political conditions and problems of the country," comments the *Springfield Union*. "The principles of civics should properly come after proper principles of individual conduct have been taught and mastered. Thinking morally is a prime requisite for thinking accurately." In the opinion of the *Brooklyn Times*, "we have jammed our curricula with every kind of material science; we have crowded out of it the most important of all sciences." And the *New York Telegram and Evening Mail* notes that the revelations "can not be dismissed as an effort to draw an indictment against the whole high school population. It is simply a case of describing a stream



WHERE ISRAEL WILL SLAKE HER THIRST FOR LEARNING.

An architect's drawing of the Hebrew University to be reared on Mount Scopus, overlooking the City of David. It may seem paradoxical that in "a land crying out for such simple things as plows, roads and harbors," the Jews should first build a university; "but it is no paradox for those who know the soul of the Jew." The dedication aroused fierce resentment among the Arabs, and attempts were made in Damascus to attack Lord Balfour.

of tendency in no uncertain terms, and the warning of the board of survey should be attended to."

Turning to the symposium on juvenile delinquency and its causes, appearing in these pages on March 28, we find the *Providence News* saying, "There is a terrible seriousness in the result of THE LITERARY DIGEST's attempt to get at more fundamental causes. In doing so it has published a survey which ought to make every American father and mother sit up and think whether they are doing their duty by those for the growth of whose tender minds and bodies they must bear the first responsibility." With the immensity of the problem confronting us, says the *Cleveland Catholic Bulletin*, "the mind is staggered by the thought of what is in store for the future—when the irreligious, unmoral youth of to-day become the fathers and mothers of the children of the years to come."

Possibly some parents would defend themselves by saying that their children have gotten beyond control, remarks the *Pittsburgh Gazette Times*. "This may be true in some instances, but on whom is the blame? It is the duty of parents to preserve authority over their children. If this is done with wisdom it is not likely to be unfruitful." The *Pittsburgh Press* thinks that everybody who reads THE LITERARY DIGEST's article will ask himself: "What kind of a home am I making for my children—what are the ideals taught there?" Juvenile delinquency is not an isolated phenomenon, remarks the *Springfield Republican*; but a symptom of a deep-rooted social disorder which has been felt throughout the civilized world since the World War, "and, it can not be doubted, largely because of it. But even tho part of a larger whole, juvenile delinquency is a challenge not only to parenthood, officers of the law, school authorities, the churches and organizations maintained for social betterment, but to all good citizens." Perhaps the saving hope in the situation, observes the *Boston Transcript*, lies in the fact that it is receiving increasing attention.

"Present conditions are no longer regarded as proper to be ignored. The collective wisdom of the country may be able to point the way to better things. In the meantime, bad as the situation may be, it is to be remembered that there are still millions of American homes which, in standards and ideals, lose nothing when compared with the homes of the past, and from which are going out into the world each year thousands of earnest young people who do not find pleasure in joy-riding and are in no danger of appearing as respondents in the courts."

ZION'S FIRST UNIVERSITY

ON MOUNT SCOPUS, where, nearly nineteen centuries ago, Titus Vespasian pitched his tent to overlook the storming of Jerusalem, stands the beginning of the Hebrew University, which in time to come is to be the world's center of Jewish learning and culture. With something like frenzied rhapsody its dedication was celebrated in America and elsewhere throughout the world, and for the moment the Earl of Balfour, whose famous declaration gave birth to the reorganization of Palestine into a Jewish homeland, and who delivered the dedicatory address, was elevated into the high peerage of the prophets, only to be stoned later by the Arabs. Tho there is little yet of brick and mortar—for there is only one building now—the seed of great tradition is planted, and Israel is proud of the achievement. It is the first institution of its kind, says the university committee's announcement, "to be erected on Oriental soil by an Eastern people who, after 2,000 years' absence, are returning to the East with the culture of the West." The aims of the institution were outlined at the laying of the corner-stone in July, 1918, by Dr. Chaim Weizmann, member of the central board of directors, president of the World Zionist Organization, and moving spirit in the founding of the university. He said, in part:

"It seems at first sight paradoxical that in a land with so sparse a population, in a land where everything still remains to be done, in a land crying out for such simple things as plows, roads and harbors, we should be creating a center of spiritual and intellectual development. But it is no paradox for those who know the soul of the Jew. It is true that great social and political problems still face us, and will demand their solution. We Jews know that when the mind is given fullest play, when we have a center for the development of Jewish consciousness, then coincidentally we shall attain

the fulfilment of our material needs.

"Our university, formed by Jewish learning and Jewish energy, will mold itself into an integral part of our national structure, which is in process of erection. It will have a centripetal force, attracting all that is noblest in Jewry throughout the world; a unifying center for our scattered elements. There will go forth, too, inspiration and strength, that shall revivify the power now latent in our scattered communities."

All Palestine converged upon Mount Scopus on the day of the dedication, to sit by the side of pilgrims come home for the great



Copyrighted by the Keystone View Company

A TORCHBEARER OF ISRAEL

Dr. Chaim Weizmann, moving spirit in founding a modern seat of learning at Jerusalem.

day. The opening ceremony, says a correspondent in the New York Times, was held in an amphitheater erected on the Greek design on the mountainside just below the university buildings. The amphitheater faces due east, and this eye-witness tells us that "those assembled there can not fail to treasure in their memory the unrivaled panorama, full of Biblical associations, unfolded before their gaze—the wilderness of Judea, and beyond the wonderful hills of Moab, with the Jordan Valley and the Dead Sea between." However, it was a picture of the future which the Earl of Balfour presented in his dedicatory address. As we quote him from the New York Times, he said, in part:

"Unless I utterly misunderstand the signs of the times, unless I have profoundly mistaken the various Jewish people, the experiment is predestined to inevitable success, on which not only men of Jewish birth but others sharing the common civilization of the world will have reason to congratulate themselves."

The Hebrew University, whose language will be Hebrew, will begin, we are told, with a number of research institutes, and only the highest scientific and academic standards will be maintained. Many scholars, writes Jacob M. Moses in the Baltimore Sun, will be connected with the staff. He tells us further:

"The medical department will be the first to function and a research laboratory has been erected and equipped for fundamental work in those branches of experimental medicine which are related to the medical and public health problems of Palestine. This is characteristic of the practical idealism of the founders of the university and is evidence of the realism with which the Zionists are attacking their problems."

"Palestine is a small country and must be made wholly fit for habitation. Disease must be extirpated and science must show the way to complete economic efficiency. At the same time the university must keep alive Jewish ideals, the ideals of the prophets of humanity. So, side by side with the scientific laboratories will be the Institute of Jewish Studies to promote the knowledge of Hebrew and cognate languages, Jewish literature, history, philosophy and institutions from the cultural and comparative point of view. These are but the beginnings. The university is still a modest undertaking and will develop naturally and organically. One department after another will be established until all branches of human knowledge will be brought within its scope."

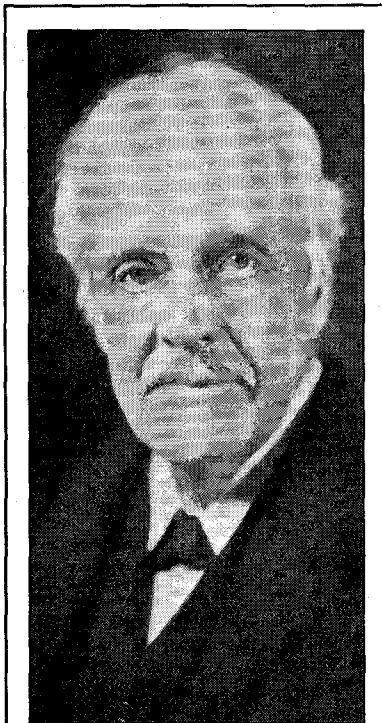
To the Arabs in Palestine and elsewhere in Asia Minor the dedication of the Hebrew University was as a red rag to a bull. They have always fiercely resented the founding of a Jewish homeland in Palestine, and feeling among them was roused to fever heat by the appearance of the statesman chiefly responsible for the reestablishment of the Jews in Palestine, where they are greatly outnumbered by the Arab population. In Palestine danger of outbreak was averted by prompt action of the authorities, but popular feeling broke bounds in Damascus, Syria, where the Arabs went on a rampage and stoned the hotel in which Lord Balfour was lodged. The rioters were suppressed with great difficulty by the police and soldiery, and Lord Balfour was spirited away to Bierut, where he took ship for Alexandria, Egypt. As the New York World points out:

"The Jew is only a small minority in this new national home; he is outnumbered six to one by Moslems. Nor does the influx of Jewish immigration promise soon to even matters; at last year's rate it will be fifty years before immigration brings the Jews on even terms with the Moslem population."

"Meantime that Moslem population believes it has at least an

equally good title to Palestine—settlement for many years, a majority in numbers, plus a British promise of all Arabia for Arabians made to bring Arab troops into the war. Never since 1918 has the British Government been able to induce the Arabs to share in schemes for local Government; always, against riots and the possibility of pogroms, British troops have been kept in Palestine.

"As a British statesman laid the foundation-stone for a Hebrew university in an Asiatic land, the walls of Arab houses were hung with black, there were strikes in native schools and an appeal from a bitter Arab population reached the League of Nations. The light of a new educational center on an old, old site must break its way, if it is to shine brilliantly, through heavy clouds."



Copyrighted by Underwood & Underwood

A PEER AMONG PROPHETS

The Earl of Balfour, who says the Hebrew University at Jerusalem "is predestined to inevitable success."

ABANDONING WILD ANIMAL ACTS

CHILDREN WILL NO MORE QUIVER with alarm and excitement over wild animal acts under the big tops if all of them follow the example set by the biggest of them all—the Barnum and Bailey and Ringling Brothers' Circus. Momentous as it is in the annals of the "greatest on earth," no stream of adjectives has been spilled over the decision, and it is accepted as more than a showman's gesture to changing public opinion. It is stated, as we quote from press reports, that the four reasons for eliminating acts in which the fiercer of the jungle animals have played an unwilling part are as follows:

"1. The number of complaints that it was cruel to force animals through their stunts."

"2. The objections of parents to their children seeing men and women enter cages with ferocious beasts."

"3. The delay and danger of transferring the animals from their shifting dens into the arenas."

"4. Public preference for acts in which animals such as dogs, seals and horses take an interested and playful part."

It is a reasonable and commendable concession, and one which probably will induce other exhibitors, in self-defense, to take similar action, says *The Christian Science Monitor*. Also "it is a tacit admission that there is some truth in the charge so often made that only by cruel and inhumane practices can the more vicious beasts be trained to perform unnatural feats, often under fear of the lash or iron bar." As the *Monitor* views this radical departure from ancient custom,

"It must be admitted that the exhibitors have met the public more than half way. Probably there will still be those who may object to the continuance of those acts in which animals manifestly share in the pleasure of the performance. But many will believe, with the circus men, that there are those 'acts in which animals such as dogs, seals and horses take an interested and playful part.'"

"Trainers of these animals, among whom are some whose veracity can not be doubted, have testified that it is only by patience and the employment of kindness and consideration that they are taught to perform acceptably, and that only as the animals themselves take pride and pleasure in their skill and adroitness is acceptable proficiency gained. Those who have been accustomed to handling horses, for instance, as well as those familiar with the characteristics of dogs, know that those animals learn to do the things expected of them almost automatically. The best results of training are not gained by the practice of cruelty. The horse at work or at play responds instinctively to kindness and considerate treatment. The same is true of a dog, and probably of the seal. There is good reason to believe that the progressive circus proprietors have drawn the line wisely and thoughtfully."

CURRENT • POETRY

Unsolicited contributions to this department can not be returned.

THE Conning Tower of the New York World, no other attribution as to author, prints a poem worth reading. The first line is especially so and brings up another poem too good to be forgotten, which, tho a little contrary to custom, we reprint from "The Home Book of Verse" (Henry Holt). Miss Lowell shows how Keats borrowed frequently from predecessors, but she shows no whole lines taken without sign of quotation marks:

ETERNITY AND IMPERMANENCE

[Exquisite Jewelry in Tomb of Utica Salome, but Only Outline in Dust Remains of Dancer.—Cable to *The Times* from Utica, Tunis.]

Helen's lips are drifting dust;
Cleopatra's heart is stilled;
Far below the earth her crust
Sleep the girls who thrilled.

Stay the deathless diadems;
Live the sempiternal pearls;
Perish not the flashing gems
Worn by mortal girls.

Dures the diamond through the years;
Time the pearl can not defile.
Take them, take them for my dear's
Evanescent smile.

LOVE TRIUMPHANT

BY FREDERIC LAWRENCE KNOWLES

Helen's lips are drifting dust;
Ilion is consumed with rust;
All the galleons of Greece
Drink the ocean's dreamless peace;
Lost was Solomon's purple show
Restless centuries ago:
Stately empires wax and wane—
Babylon, Barbary, and Spain;
Only one thing, undefaced,
Lasts, though all the worlds lie waste
And the heavens are overturned.
—Dear, how long ago we learned!

There's a sight that blinds the sun,
Sound that lives when sounds are done,
Music that rebukes the birds,
Language lovelier than words,
Hue and scent that shame the rose,
Wine no earthly vineyard knows,
Silence stiller than the shore
Swept by Charon's stealthy oar,
Ocean more divinely free
Than Pacific's boundless sea,—
Ye who love have learned it true.
—Dear, how long ago we knew!

SOMETHING more than the opening tourist season, tho that may suffice, lies at the bottom of this yearning that is voiced in *The Commonweal* (New York):

SONNET

BY SHAEMAS O'SHEEL

Ever we yearn, ever toward what is far,
Here is this beauty quiet at our feet—
Green grass grown gray, and graying sands that greet
The listless lapping waves that ashen are,
While with the promise of night one winking star
Whimsily mocks the melancholy-sweet,
Sad smile of day departing, but not fleet,
Breathing a mist of kisses on wave and shore—

Yet our desires unquietly awake,
And hurry forth on wings that shatter our peace,
And hover where those lights alluring are
That in the distance over the waters make
Vague promises. Ah, never may we cease
From this old longing for fair things afar.

THE influence of Spoon River has seemingly reached London and the *Spectator* tries its hand on the living. Incidentally we discover how to pronounce the gloomy Dean's name.

EPITAPHS IN ADVANCE

BY HUMBERT WOLFE

GEORGE MOORE

Women he praised and, after women, art.
Good friends he had and used them all for copy.
Had but his genius matched as great a heart,
Time had not mixed his laurels with the poppy.

RUDYARD KIPLING

The tin-can politics of Rudyard
rust in some Tooting brick and mud yard,
while through the sacred brushwood, rippling,
glimmers the faun the gods call Kipling.

JOHN MASEFIELD

What needs my Masefield for his honored bones?
Let others have their brass or lettered stones.
Enough for him to know where he is gone
Song's everlasting mercy goes with John.

A. E. HOUSMAN

Tell me not here: it needs not saying,
that, quitting his Elysium,
each spring to watch the cherry snowing,
and the green fires of the plum,
lest later lads should miss their message,
singing, the Shropshire lad will come.

DEAN INGE

Hark! the herald angels sing
timidly because Dean Inge
has arrived, and seems to be
bored with immortality.

ONE of the most famous of mountain climbers stumbled up the steps of a lecture platform and broke his leg. It was one of "life's little ironies" of which the *Lyric West* (Los Angeles) gives us another:

SEA-CAPTAIN

BY PAUL TANAQUIL

He sailed the seas for forty-seven years;
They were to him clear as an open book,
He had been ship-wrecked thrice, once off Algiers,
Then off the Scillys, then off Sandy Hook.
The Germans twice attacked him; he escaped,
And for reward was cited to the King;
His fortune definite, his future shaped,
He was to have retired some time last Spring.

His voyages were run to the last trip,
Home, safe at anchor in the shallowest bay
Of the Atlantic, as he left his ship,
The gangplank swayed . . . tipped, sudden . . .
fell away:

He hurtled dumbly through the air, this clown,
Landing in water one foot deep—to drown!

THIS poem first appeared in the New York *Times*, and it expresses a natural nostalgia. It might be repudiated by the country-born; yet we clip it from the *Homestead Leader* (Homestead, Fla.).

CITY BORN

BY VIOLET MCDUGAL

Away from the noise of the city streets
Away from the lights of town
Here on the lonely farm we watch
The black nights closing down.

The thick marauding darkness crowding close
Against the blank-eyed windows, all around
The stealthy waiting silence, vacant, vast,
Startled we hear the furtive creaking sound
Of wooden shutters straining in the wind.
The yellow lamp-flame sputters, flaring high
In smoky protest through the deepening gloom

And strange uneasy shadows fill the room
Formless and monstrous, crouching, furtive, sly
In silent menace while they wait to spring.
The blind wind, stumbling, groping, fumbles by
Sucking and mumbling with its toothless gums
At loosened clapboards like an ancient hound
It mouths and gnaws and worries at the eaves,
Scratching and snuffing, circling round and round
In whining eagerness to dig its way
Through roof or wall and leap upon its prey.

We long for the hum of the busy streets
For the city's friendly roar
For the clatter and clang when the surface cars
Go by outside the door
For the night-hawk taxis that cruise the streets
For the clamorous days and nights
For the rattle and crash of the shuttling trains—
—But the clapboards creak, and the wind complains
And only the loneliness remains
In place of the noise and lights.

LONDON *Truth* gives something for cross-word puzzlers to puzzle over:

A FELLOW FEELING

BY R. M. F.

They found him at a cross-road slain,
Where several ways did part;
He had four bullets in his brain,
A dagger through his heart.

The Crowner sat: the case was heard,
The Jury, all of them,
Inclined to a six-letter word
Beginning with an M.

Till up and spoke a cross-eyed bloke,
And on the Book he swore:
"Yon corpse within had once a bin
A Cross-Word Editor."

At once the Jury all concurred,
And thus their verdict ran;
They took a fine eight-letter word,
Which with an H began.

To this they set an epithet;
Eleven its letters be.
The primal two were J and U,
The final, L and E.

Which means (if still you're at a loss)
They didn't blame folks for
A-putting it like that across
A Cross-Word Editor.

Also in *The Commonweal* (New York) is this voice out of the East:

THE SILENT PILGRIM

BY THOMAS WALSH

"Thus saith Ibn-Alahmar: Let the very stones carry thy petitions."

"Hear me, O pilgrim on the Mecca road—
I am the stone whereon a slave bestowed
His prayerful message for that blest abode;
Thou hast the hands to guide thee on the way,
The feet to bear, the lips wherewith to pray—
Lift me a space—Great Allah will repay!

For thus the Signet Ring hath ratified:
'He who shall helpful hands and feet provide
The pilgrim stones—in naught shall be denied.'

So when at last I reach the silver door
And lie among the sacred heaps of yore,
I'll speak for thee though thou shouldst speak
no more."

Then from his camel down the Bedouin came
And raised the stone and kissed it without shame
And murmured—Allah! blessed be His name!

Then rose and all the night in silence went
Until the dawn unclasped her silken tent
Beyond the minarets of wonderment.

*with
Tomato Sauce!*

Campbell's chefs are famous for their Tomato Sauce. People say one of the big reasons they prefer Campbell's Beans is their tempting and appetizing Tomato Sauce.



The beans for Children!

Slow-cooked Digestible

Campbell's are such wholesome beans! They yield the very utmost in energy, in building bone and muscle. Just the kind of healthful, substantial *nourishment* everybody should have—regularly.

12 cents a can

Except in Rocky Mountain States and in Canada

Campbell's BEANS

TASTE THEIR FAMOUS TOMATO SAUCE

PERSONAL • GLIMPSES

A MAID'S-EYE VIEW OF MARK TWAIN

I USED TO MASSAGE HIS HEAD every morning," says Katy Leary, all her life a servant in Mark Twain's household. "He used to have a feeling that if his hair was massaged every day it would stay in; that he wouldn't ever get bald. He'd ring for me at a certain time to massage his head—even up to the day that he died. And nobody ever had more beautiful hair than he had." As reported by Mary Lawton, in *The Pictorial Review*, Katy tells us that Mark Twain "never appeared in his famous white suit in those days; that came afterward," and goes on to say that he was "a very good-looking man—Oh, very good-looking indeed"—with "nice eyes," which were really blue, but they became "fierce and black" whenever he got "angry or upset over anything like losing his precious manuscripts." According to Katy Leary, he "always drest very nice," and she recalls:

He used to wear a Prince Albert when he was drest up good, and he had gray-striped trousers; but I don't know what kind of a waistcoat he wore. I guess it was black like his coat, and he wore nice little low collars with a pretty little black tie—a bow like in his picture—and, oh, he didn't wear shirts buttoned in front like they used to wear in those days. He didn't like those shirts, so he had a man in Hartford make his shirts special for him with the buttons on the back, but he wanted the collar on the shirt, sewed on half-way, one of those little collars turned over, so that it was easy for him to get into—without swearing, I guess!

Of the life in Mark Twain's home at Hartford, Katy says:

Well, the day would begin like this: We had breakfast about half-past seven, and at that time the family, meaning Mr. and Mrs. Clemens, never came down for their breakfast till about 'leven o'clock, and then Mr. Clemens (he never eat any lunch, you know), he'd go to his billiard-room to write. He left strict orders not to have anybody disturb him. Oh, for nothing! Some days he worked harder than others; but every day not to disturb him as he was a very busy writer! Well, he would appear again about half-past five (they had dinner at six o'clock in those days); he'd come down and get ready for dinner, and Mrs. Clemens would get ready too.

Mrs. Clemens always put on a lovely dress for dinner, even when we was alone. Then they always had a music-box in the hall, you know, and George would set that going at dinner every day. Played nine pieces, that music-box did, and he always set it going every night. They brought it from Geneva and it was wonderful. It was foreign. It used to play all by itself; it wasn't like a phonograph, you know. It just went with a crank. George would wind it up, and they would have pretty music all during the dinner.

Afterward they all gathered together in the library and set around the great open fireplace if it was in the winter time. Mr. Clemens and they all set down in big chairs, or even set on the floor sometimes (that is, Susie and Clara did), and Mr. Clemens would have Browning or Dickens and would read aloud to them.

Well, Clara, she wanted to read like her father, too, she was so ambitious. So she'd get a big book (tho she couldn't read English at all nor anything much), but she guessed what was in the book. She'd get this book in front of her—she was so little you couldn't even see her on the big chair—and she'd set way back with her feet all curled up, and read away in her broken English, pronouncing all the big words wrong.

When her father had stood it as long as he could, I guess, he'd tell her to lay down the book and listen to him read. He used to read until nine o'clock.

The children didn't make any fuss when they went to bed—

and after that he'd have his hot—I think I'll tell this—he used to have a hot Scotch every night at nine o'clock. The butler would bring in a pitcher of hot water and a bottle of the best Scotch whisky, and Mrs. Clemens would have her tea at the same time. That was English then. That was foreign, too. They had just come from the other side at the time. After they'd had the tea and the toddy they would set and talk, and then they'd go to bed about ten o'clock, and that would finish the day.

Or perhaps not, for Mark Twain would not always stop working then, and—

If he thought of anything in the middle of the night, you know, he would jump right up out of bed and go straight upstairs and write it—write sometimes two and three hours up there. He always gave Mrs. Clemens the manuscript to read first. She always had a pile of manuscript right by her bed. Every night he laid them there. I think she read everything as fast as he wrote it; and when he was writing he had plenty for her, I can tell you. She looked it all over and scratched some out and then gave it back to him to fix up again, because what she scratched out would sometimes spoil as much as two or three pages.

He always listened to everything she said. She always made every plan and did everything, you know.

On the whole, the Mark Twain of Katy's recollection was an amiable fellow, almost invariably in good spirits, but on occasion his temper would rise, and the telephone, which he hated, was responsible for many explosions. Says Katy Leary:

It was shortly after the telephone invention that I went to Hartford. They just put it in about that time and it made Mr. Clemens "so mad just to hear the — thing ring," he said. Yes, that telephone used to make Mr. Clemens wild, because he could hear all right, but he couldn't give his message out good.

It wasn't very good service those days and he used to fight the telephone girls all the time. He'd say, "— it, are you all asleep down there? If you don't give me better service you can send somebody up here and pull this thing out. I won't have this old thing in the house; it's a nuisance!"

One night Mrs. Taft, the wife of Doctor Taft—lovely people that lived in Hartford—she called him up, and George answered the telephone first, and then he went and called Mr. Clemens. So Mr. Clemens went out to speak to her, but he didn't know who was at the telephone, so he said, "Hello, hello." He thought it was one of them hello-girls.

Mrs. Taft didn't answer him quick enough, so he says very loud, "What in —'s the matter with you down there? Are you all asleep?" And then she said, "Hello," and then he said, "Hello," and then she finally says, "Hello," and finally he says, "— it, how many times more have I got to say hello?" Why, he was so mad by then he didn't even hear Mrs. Taft, and he kept shouting, "If I don't get better service than this I am going to have this thing pulled right out of my house." He was swearing and carrying on something awful; so Mrs. Clemens heard him and opened the dining-room door, putting her fingers up to her lips; then he stopped swearing, and poor Mrs. Taft had a chance to be heard at last! She says very polite, "Good evening, Mr. Clemens." "Oh," he says, "is this you, Mrs. Taft? Well," he says, "I just this minute came to the telephone."

One time, just before New Year's, it was, he was wishing everybody in the whole world a Happy New Year's—everybody except Mr. Bell, the inventor of the telephone. "Because," he says, "the telephone's a — nuisance and so I won't wish him a Happy New Year's."

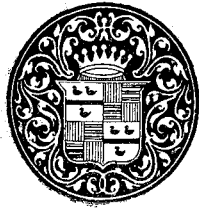
Mr. Bell wrote to him to have him take it back, but Mr.



By courtesy of The Pictorial Review

"HE WAS ALWAYS NICE TO ME"

Says Katy Leary in her account of her life in Mark Twain's household.



CADILLAC-COACH

A New V-63 Closed Model at the Same Price as the Touring Car—\$3185 f. o. b. Detroit



CADILLAC MOTOR CARS

V-63

STANDARD OF THE WORLD

Many Are Deciding That Their Day of *Cadillac Ownership* is Here

A logical thing is happening in the motor car market . . . It is the "stepping up" of a large number of motorists from ordinary automobiles to the outstanding *fine* automobile. For years, these men and women have desired Cadillac closed cars. For years they have been thinking, "Some day Cadillac will build a closed model priced but little higher than closed cars of average quality—then

nothing will stop me from owning one."

Now, in the Cadillac Coach, mounted on the V-63 chassis with its harmonized 90° V-Type eight-cylinder engine and built-in Cadillac Four-Wheel Brakes, these motorists recognize the car they have been awaiting and anticipating.

Eagerly, they are fulfilling their desire for Cadillac ownership.

CADILLAC MOTOR CAR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

*The human desire to own the best
suggests the CADILLAC*

Clemens didn't want to. He wrote a letter that was published in all the newspapers, and of course Mr. Bell saw it, so he asked him if he wouldn't take it all back and please to wish him a Happy New Year's too. It made him feel terrible bad to have everybody in the whole world wished a Happy New Year's but him! Well, Mr. Clemens was very stubborn and wouldn't take it back then. He wrote to Mr. Bell and said that he'd think it over, but he wouldn't take it back just then.

He did take it back later, tho. When Mrs. Clemens's mother, Mrs. Langdon, died in Elmira, and Mr. Beecher was going to preach a wonderful sermon about her—he wasn't going to preach it at the funeral, but he was going to preach it several months later—then Mr. Bell wrote Mr. Clemens and asked him if he couldn't do something for him about listening to that sermon without having to leave the house.

Mrs. Clemens was sick and couldn't go up to Elmira, and Mr. Bell said he would put wires in at the Park Church right under Mr. Beecher's pulpit, and he would connect them up in the library in Hartford, so Mr. Clemens could sit in the library with his family and be comfortable and hear the sermon. Mr. Bell said he would put in seven or eight receivers and they would all set there and listen to the sermon.

Then Mr. Clemens wrote him, and thanked him, and asked him what his charges was, and Mr. Bell wrote right back, "Nothing—nothing at all, but just please to wish me a Happy New Year's." So Mr. Clemens said, "You can have all the Happy New Years now that you want," so you see he did wish him a Happy New Year's after all. That was Mr. Clemens's way—his bark was worse than his bite.

Another interesting outburst of Mark Twain's temper was occasioned by a mere misunderstanding, and Katy tells us:

Funny things was always happening in that household. One day some of the picture wires got loose and was falling off the walls; so Mrs. Clemens told George to put new wires on. So we took the pictures down and laid them all on the floor, when a gentleman come to call on Mr. Clemens. That morning Mr. Clemens said to George not to disturb him under any circumstances. So when this man appeared, George didn't know what to do. He took the card to Mrs. Clemens. She looked at it and said, "Take it up to Mr. Clemens and he'll come down—tell him those are my wishes." So George told Mr. Clemens there was a nice gentleman in the parlor and would he come right down?

"No," Mr. Clemens says, "no, I won't see anybody—it's some book agent, I suppose. I won't see him!"

Well, it seems the gentleman was wonderful to them up in Ontario one summer and did everything for them. That's why Mrs. Clemens wanted Mr. Clemens to see him, but of course Mr. Clemens didn't know this was the same man. But when he heard Mrs. Clemens wanted him to come down he said he'd go, but he'd be — if he'd buy anything! So he hurried down.

He didn't even look at the man, for the first thing his eye lit on was them pictures lying on the floor, and he says before he could speak a single word, "No, no, we don't want any of your — old truck! We've got more than we can take care of now—take it away!" Well, the poor man didn't know what to do, so he says, very polite, he did hope Mrs. Clemens was well.

Mr. Clemens thought that was pretty fresh, and says, very cross, "Oh, yes, she's well enough." Then this gentleman didn't know what to think, not knowing he was taken for a picture agent! So he picked up a picture, careless like, and set down on the edge of a chair. Oh, my, when Mr. Clemens seen that, he went into a terrible rampage! He says, "No—I tell you—no! We've got that one! We don't want any of your pictures—none of the — old stuff!"

By this time the poor man (his name was Martin) didn't know what was coming next, so he jumped up and hurried right off. Well, when Mrs. Clemens come in and seen he wasn't there, she called George.

"Did Mr. Clemens see that gentleman?" "Yes," George said, "and he insulted him terrible! Told him to take the pictures and get out! He thought they were his."

So she sent for Mr. Clemens right away and says, "Oh, Youth dear, did you know who that was?"

"No," he said; "who was it?"

Then she told him who it was, and he felt terrible. He said, "George, I heard him ask you for some house—Warner's. Has he gone over there?"

"Yes," George said, "he has." Well, Mr. Clemens just had on his slippers, but he ran over to the Warners' house as fast as he could, and brought the gentleman home and gave him a wonderful dinner that night to make up for it all.



By courtesy of The Pictorial Review, New York

MARK TWAIN'S DAUGHTER CLARA—
And the calf that was warranted to turn into a pony.

If "funny things was always happening in that household," Mark Twain was not the only cause of them. Reading on—

The children were always up to something, especially Clara. We had a coachman—Patrick; he was a funny man and Irish. He had a cow that had a calf, and the calf Clara named Jumbo. Now, Clara wanted a pony at that time. She wasn't more than six or seven years old, but she wanted a pony terrible bad, but her mother wouldn't get her one; she was afraid she'd get killed on it. So Patrick said:

"Now, Miss Clara, I'll tell you, what we'll do. If you do just as I tell you, we'll make this little calf turn straight into a pony! It will grow right into a pony and then you'll have a nice little one all your own."

"Oh, what must we do, Patrick?" said Clara.

"Well, in the first place," says Patrick, "you must curry it every day yourself, like I do the horse. You must also be very careful about his feet, to wash them thoroughly every day and keep him very nice and clean, just like I do the horse."

"Oh, all right!" said Clara,

and she began to work on Jumbo and cleaned him up good every morning.

Then Patrick said to her, "You will have to have a suit made to work in."

"What kind of a suit?" says Clara.

"Well," says he, "perhaps your mother could buy you a hat and a pair of trousers so you can come out every morning and clean the stable too when you clean Jumbo."

Well, she got the suit somewhere or other, and every morning she'd take off her clothes on the porch under the little laundry, and put on that suit and steal out to the stable and curry off Jumbo. She'd wash his feet good and thorough and then, well, there was always something new that Patrick was putting her up to.

The next thing Patrick said she must have a blanket for the calf. Of course she couldn't buy these things—couldn't ask for anything because she was keeping it secret—that the calf was going to turn into a pony!

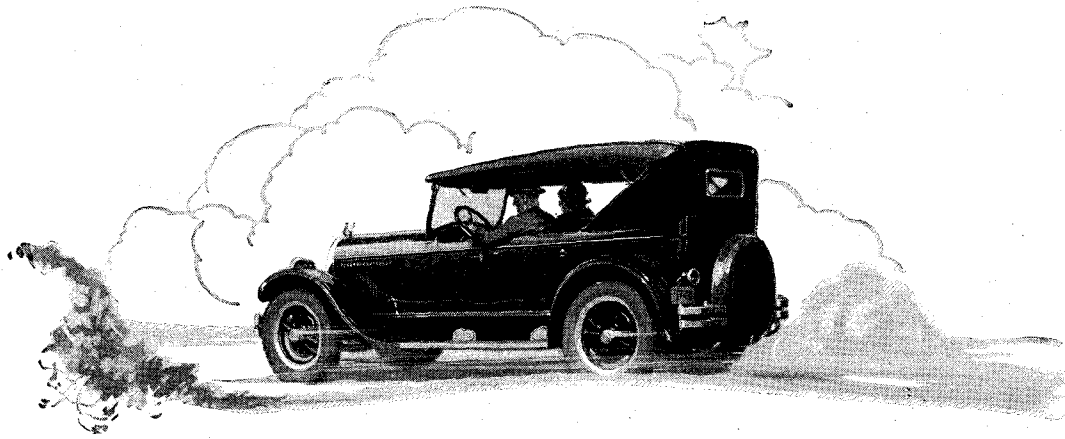
So she come to me and said, "Have you got anything that I could make a blanket for my calf?"

I thought for a minute. I says:

"Well, I'll tell you. There's a cover in the storehouse, an old cover to a billiard table, a green cloth that's all torn and dirty; you can have that, I guess."

So she went and looked at it, and said, "Oh, Katy! That will be just the thing! Will you help me make it?"

Katy took the measures, and the blanket was prepared. Then Patrick got Clara a halter to lead the animal by, and Katy exclaims:



How Chrysler's New Results Are Revising an Industry

If a year ago the Chrysler Six had been merely another new car, its influence in the industry would not have been felt; nor would its first-year production of more than 32,000 cars—the largest ever recorded—have been required.

But it was in reality the first step in the general revision of motor car design which the past year so plainly indicates.

For Chrysler Six is an entirely new type of car, built on a new kind of engineering which produces results radically different from any others yet registered in the industry.

In the motor car industry, Chrysler quickly became the turning point which inevitably arrives in every industry—when revolutionary improvements render the original invention almost obsolete.

No other interpretation can be placed upon a car which with a 3-inch motor delivers 68 horsepower and a speed of more than 70 miles per hour.

The difference of Chrysler Six engineering is emphasized a hundred fold by the further fact that this motor yields better than 20 miles to the gallon of gasoline.

Nothing but engineering of the highest scientific character, with quality of the highest degree, could produce such a vibrationless engine as the Chrysler Six.

There is no other explanation for

the fact you can comfortably drive the Chrysler Six at 60 miles an hour or more over a cobbled street; or safely take it around turns at 50 miles an hour.

That is balance in the *n*th degree—scientific balance, if you please.

Chrysler Six disposes for all time of the idea that weight and length are necessary to easy riding—that a great cumbersome engine is necessary for power.

For the first time, a car of Chrysler Six size has been engineered to afford not only comfortable seating

space but comfortable riding. Even the side-sway is gone, because the rear springs are placed close to the wheel-hubs and parallel to the wheels.

Details quoted by the score would show that the Chrysler Six was and still is as far in advance of ordinary practice as the harvester of today is ahead of the first clumsy reaping machine.

You will find any Chrysler Six dealer eager to give you a demonstration, and supply you with all the structural details which prove every Chrysler claim.

The Touring Car, \$1395; The Phaeton, \$1495; The Roadster, \$1625; The Sedan, \$1825; The Royal Coupe, \$1895; The Brougham, \$1965; The Imperial, \$2065; The Crown-Imperial, \$2195. All prices f.o.b. Detroit subject to current government tax. Bodies by Fisher on all Chrysler Six enclosed models. All models equipped with special design six-ply, high-speed balloon tires. There are Chrysler dealers and superior Chrysler service everywhere. All dealers are in position to extend the convenience of time-payments. Ask about Chrysler's attractive plan.

CHRYSLER MOTOR CORPORATION, DETROIT, MICHIGAN
Division of Maxwell Motor Corporation
MAXWELL-CHRYSLER MOTOR COMPANY OF CANADA, LIMITED, WINDSOR, ONT.

CHRYSLER SIX



Oh, it made him look funny, for Jumbo was a red calf and she put a green blanket on him!

Every day she took him out for a run in the lane, and her father and mother used to watch her from the house. And Mrs. Clemens used to say, "Oh, that calf will certainly throw Clara into the river."

"Oh, no," said Mr. Clemens, laughing; "no, he won't. I'll trust her with Jumbo!" Clara kept doing that to get Jumbo used to running with the halter.

Well, the days went on and she got pretty anxious to know when he was going to turn into a pony. "Patrick," she says, "we ought to get him a saddle now, don't you think, just to try him? It will frighten him if he gets much older and don't know how a saddle feels on his back."

So Patrick kept up the joke. He had an old army saddle, all in tatters, but Patrick fixed it up and made a saddle small enough to fit that calf's back—half fit, anyway. Well, he had the saddle fixed, and one morning Clara started to take a ride. She got the calf up to the front door of the stable, and Patrick helped her on his back. There was a road near the stable and a row of evergreens growing there, and suddenly, without any warning, Jumbo kicked up his hind feet, and he threw her right into that bunch of evergreens. She hurt her arm and scratched her hands and legs; but she never said a word, nor cried, nor anything.

She didn't lose faith even then in him turning into a horse. Then she tried it again and got on his back, and we had a great big jardiniere setting in front of the driveway, and Jumbo, when he seen that, he went right up to it and dumped her down in that thing, and almost smashed her head this time. After that mess she didn't get on his back any more. Then suddenly he began to show signs of having horns!

Patrick come in that morning when she was currying and washing, and she said, "Oh, Patrick! Jumbo, my horse, is going to have horns! What does that mean, Patrick?"

"Oh, no," he says, "why, no! That doesn't amount to nothing! After they get a little mite longer I'll just cut 'em off!"

Finally her mother said one morning when she come in to breakfast, "Oh, Clara, I can't stand this awful smell of the stable when you come into the room."

"Why," said Clara, "what do you mean, Mama? Do I smell of the stable? Oh, Mama, I think it is delicious!"

Well, this went on for some time. Then Patrick lost interest in the joke, and one day a man came along that wanted a nice little calf, and Patrick just up and sold Jumbo, and the man took it away.

Clara used to go every night to say "Good-night" to Jumbo, and that evening she went out and didn't find him. She called Patrick. "Oh, Patrick, where's my Jumbo?"

"Oh, Miss Clara," said Patrick, kind of cross and sick of the joke, "I sold him. I had so many cows I couldn't take care of him, so I sold him."

"You sold my Jumbo?" says she, and she screamed and screamed, and cried so loud Mr. Clemens came running down, and says: "What's the matter?"

Clara says, "Oh, what do you think, Papa? Patrick has sold my Jumbo—sold my Jumbo before he turned into a pony!" and she cried as tho her heart was broken.

Her father was very angry, and asked Patrick why he sold Jumbo without saying anything to him about it. Then he said, "Now you go right out and buy Jumbo back again!"

So Patrick had to go and buy Jumbo right back. By that time I guess Clara knew Jumbo would never turn into a pony, never turn into anything but a cow. It did turn into a cow, but a wonderful cow; and she kept it until they left Hartford. Her father got her a little pony all her own when she got a little older, but I guess she never thought as much of it as she did of Jumbo, the calf that wouldn't turn into a horse.

At least once in her reminiscent chatter about Mark Twain, Katy shows us his serious side and in altogether a new light. She says:

He used to argue with me about everything under the sun, and a good deal about my religion. Why, he told me one time he was very sorry for me—that I was brought up wrong from the beginning. "Of course, I appeared all right on the surface," he said, "but inside I was all wrong," and he would try and change me.

Altho he was always arguing and joking about religion and they all said he was an unbeliever, I don't think he was. I know he wasn't. I know he wasn't, because when Jean died and we stood looking at her he says to me, "Oh, Katy, she's in heaven with her mother." Now, if he hadn't believed in Heaven or a hereafter, he wouldn't say that, would he? Oh, I think—I am sure he believed in the hereafter.

But he was pretty serious in arguing about religion. It interested him very much to argue, and one day he said, "Well, Katy, what will Father Hardy say to me if he knows that I was talking to you the way I am?"

I said, "Well, Mr. Clemens, he would say something you wouldn't want to hear."

And then, of course, he laughed hearty, and said, "Well, I wouldn't like that because I like *him*!" and that ended the argument—for that day anyway.

MRS. KING—INDEED A QUEEN

ONE OF THE RICHEST women in America, Mrs. Henry M. King, who died the other day at the age of eighty-three, has for years "ruled over a principality containing 1,280,000 acres and a town as large as many county seats," we are told. Her domain was a ranch—or, as a headline describes it, a "vast cow empire"—stretching along the shore of the Gulf of Mexico for a hundred miles and "inhabited" solely by her retainers—or employees. The ranch was founded by her husband, Capt. Richard King, "once a barefoot, penniless boy of Orange, N. J.," and George Buchanan Fife tells us in the *New York Evening World*:

He ran away from there to become cabin boy on a Mississippi River steamboat. From that he grew into a pilot, like Mark Twain. He fought Indians in the Seminole War, served on a Quartermaster's vessel during the Mexican War, and then got a Master's certificate and became Captain of a Rio Grande steamer.

When he decided to quit the river he did what so many skippers do, turned to farming. This was in 1852, when Nueces and Cameron Counties of Texas were overrun with hostile Indians, thieves, cattle rustlers, bad men and shiftless Mexicans. The lawlessness of the region made it possible for Captain King to buy land for a song, and, selecting a likely spot, he built a veritable blockhouse on it, and this was the beginning of the ranch of Santa Gertrudes.

It was to this blockhouse that Captain King brought his bride, the widow who died yesterday, and there she shared with him the perils of living in that rough and desperate region. Captain King was a man of proved fearlessness, and in those years his young wife proved her own splendid courage. The blockhouse was one in fact, because two cannon, the smooth-bores of the time, were mounted upon it, and within it was a veritable arsenal. There was need then for shooting-irons, for Indians came on raiding expeditions, and Mexicans to steal mavericks. All the dangers of those days were shared by Mrs. King and her little children.

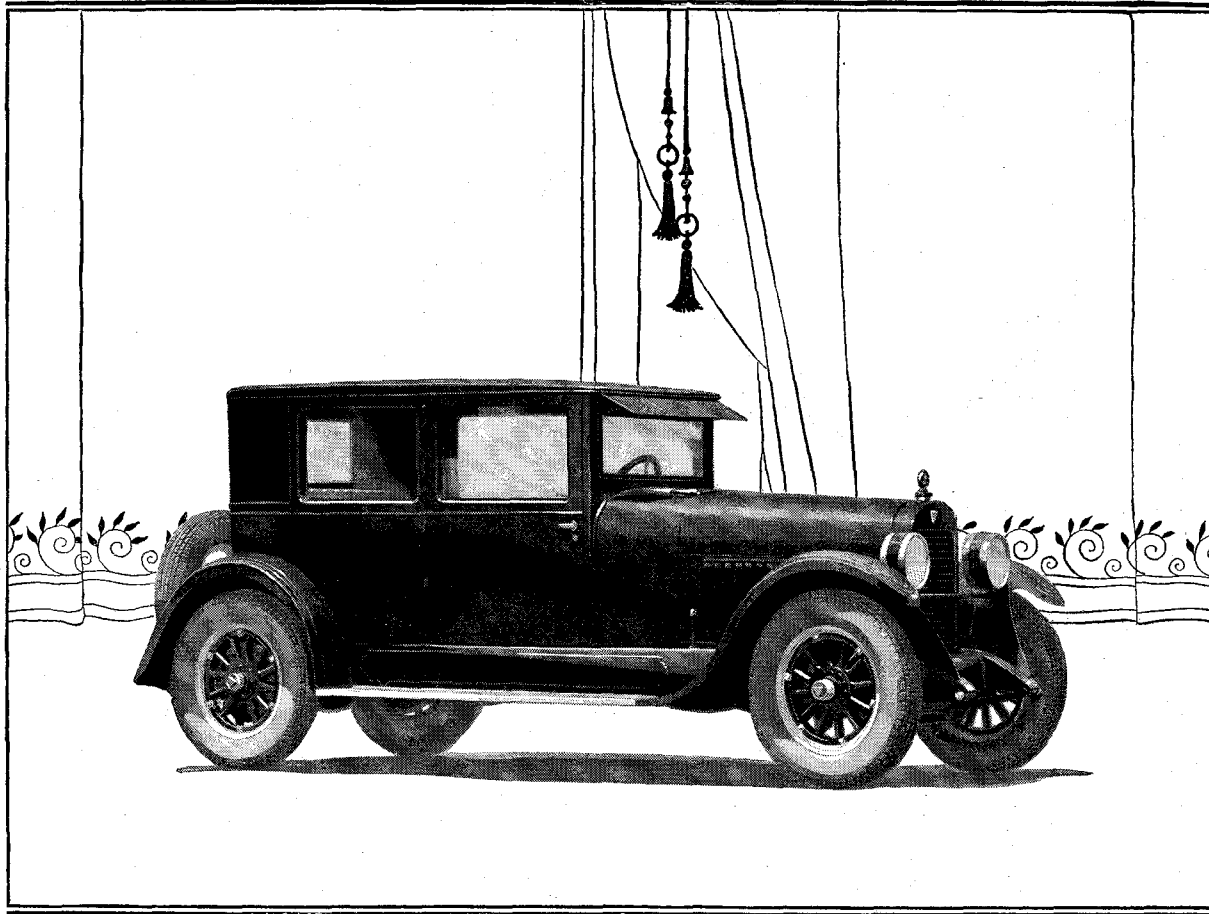
As Mr. Fife goes on to say "She soon learned the use of firearms, and when alone in the house always kept pistol and rifles close by her as she went about her household tasks." Frequently she rocked her children to sleep with a six-shooter lying by her side:

So thoroughly was she acquainted with frontier life and custom, and so resolute a woman was she that it was said the outlaws and renegades who infested the neighborhood preferred to approach the house when Captain King was at home than to try it when his wife was there alone.

From the few acres which Captain King first acquired, the ranch grew year by year to thousands of acres, then to tens of thousands. In the beginning he had bought for 15 to 20 cents an acre, and much of his subsequent purchases cost him only a few dollars an acre. When he died in 1885 he was one of the largest cattle owners in the Southwest. By that time the blockhouse had long been gone and in its place had risen the great house, Spanish in type, which was the manor house of the domain. It is a huge structure with innumerable guest rooms, because the King hospitality became a proverb. In it is a collection of tapestries woven in Austria from designs suggested by Mrs. King. They portray allegorically the historical incidents in the history of Texas and life on the range.

With the death of Captain King, his widow took up the task of administering the great ranch where he had laid it down, because he, fearing that if he bequeathed any part of the territory to his children it might divide the estate, left it all to Mrs. King. And from the day of his death to that of her own she was careful, liberal and compassionate mistress of the broad acres of Santa Gertrudes.

Just how large this tract is can be stated only approximately, for it has never been surveyed. Nor did Mrs. King know with any exactitude the number of cattle that ranged it, but about 100,000 calves were branded each season. The farm land comprised, roughly, 10,000 acres. Thousands of horses and mules were reared, and there were so many saddle-horses about the place that two saddle-makers were kept constantly employed. Several hundred cowboys were on the range and from 600 to 1,000 Mexicans engaged about the ranch.



Everyone Calls It
“The World’s Greatest Buy”
And Hudson Sales are the Greatest in History

**HUDSON
COACH**
\$1345

SEDAN
 5-PASSENGER
\$1795

7-PASSENGER
\$1895

Freight and Tax Extra

Because all know higher price can buy no smoother performance than Hudson's. It cannot buy more brilliant results in acceleration, power or speed. It cannot buy greater reliability or endurance. At the cost of a moderate priced open car, Hudson gives closed car comforts, with chassis quality that is only comparable to the greatest and costliest cars. The largest Hudson sales on record show how well buyers know the facts.

Only Hudson Can Build This Value

Hudson's supreme advantage is the famous Super-Six motor. It is patented. No other maker can use it. For ten years it has made Hudson the largest selling fine car in the world. Now it gives like dominance among all 6-cylinder closed cars. When it came, it almost doubled the efficiency of "Sixes." No type, however costly, has ever been developed to excel it in performance, smoothness or reliability.

Its simplicity has always meant a lower selling price than is permitted in complicated types. And

today, economies possible only to the largest production of 6-cylinder closed cars give it value advantages never held by any rival. Hudson's invention and three years' development of the Coach, also give it exclusive manufacturing advantages in this most famous of all closed car values.

The high resale value of Hudsons is due not only to their wanted closed car comforts, but even more to a mechanism that stays new for years in smooth performance and reliability.

The World's Largest Builders of Six-Cylinder Closed Cars

WHEN WEBER AND FIELDS WERE YOUNGSTERS

OUT OF WORK for months, Weber and Fields were "loafing away the days in the saloon that was part of Miner's Bowery Theater, a sort of unofficial club for variety actors," when the events here to be related began to take place. As we are told, the members of that unofficial



From the Albert Davis Collection

WEBER AND FIELDS—ON THE STAGE

As usual in their appearances, "flinging the mangled corpses of murdered English words at each other."

club paid their dues over the bar and "delinquent members were posted by being thrown out the door." Neither Weber nor Fields drank, so they had to "justify their presence by playing pool at two and a half cents a cue," and "long experience had proved that rotation pool, with the last ball banked, could be made to last almost indefinitely." The stage manager found them in the midst of one of those endless games one Friday night and "offered them twenty dollars to play the house." They "grabbed at it," but at the first rehearsal they ran into difficulties, as it turned out that the music of the song with which they were to open their act was the property of The American Four, "another specialty on the bill and a big drawing-card of the '80s." Consequently, they were obliged to abandon the song. As they had never made an entrance without it, this was serious, and Felix Isman, author of "Weber and Fields: Their Tribulations, Triumphs, and Their Associates," says that they "were as lost as a hymnbook at an Elks' clambake," but hastens to add:

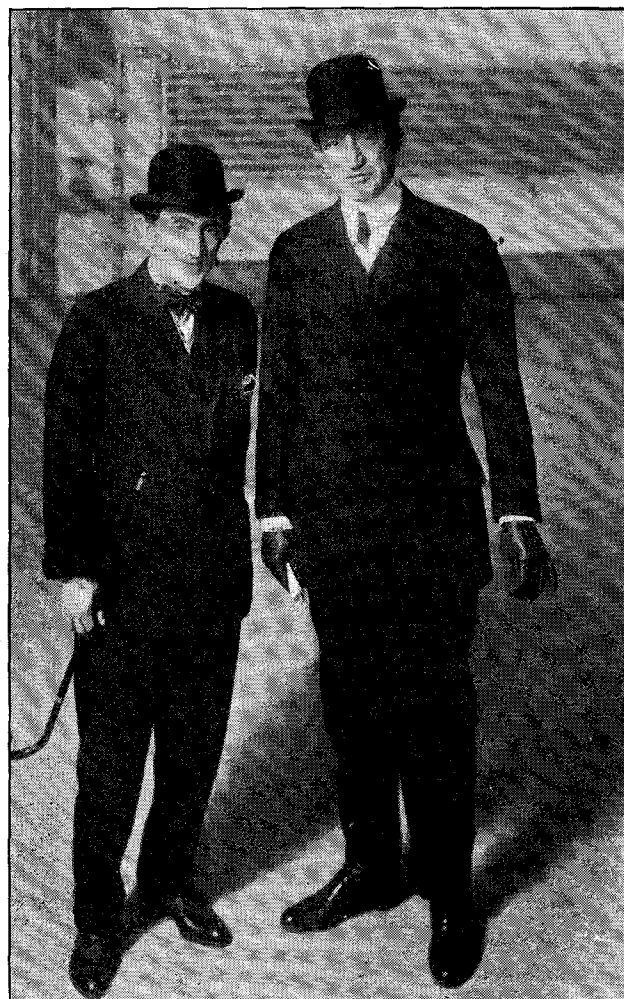
Five years of give and take had schooled Weber and Fields well in taking care of the unexpected on the stage and off. There was no time now to rehearse a new entrance. In lieu of the lost song, an experiment was agreed upon. They would walk on stage talking excitedly in broad German-English and mispronounce every word as ludicrously as possible. It would be necessary to make up the dialog as they went along.

As the cheapest act on the bill, they opened the variety program. At the last moment Weber had varied his original costume with a coat borrowed from a sister-in-law. It was the day of puffed sleeves and flaring tails in women's coats. This absurdity drew a laugh from the house the moment it saw him.

They came out from the wings shouting and gesturing furiously, and flinging the mangled corpses of murdered English words at each other. There had been German-dialect comedians before, but no such interchange of twisted, strangled speech as this. Each mispronunciation was echoed by a roar from out front. Heartened by such a reception, they worked the harder and more confidently, and shaded off into the knock-about.

In a climax of seeming fury, Fields reached out with his crooked cane, hooked it around Weber's neck and threw him. Weber arose, hooked his cane around Fields's neck and dragged him across the stage, while the house rocked with glee. Fields kicked Weber in his padded stomach and hit him murderously over his padded head. They did everything in their own repertoire and improvised from their memory of other acts. Weber's pillow padding got knocked askew and made him even more ridiculous. Here was true slapstick and in a new dress, the most primitive and the most effective of humor. Others in the company hurried from their dressing-rooms to learn what had set off the audience. Masters Weber and Fields had stopt the show.

The management was suspicious. Packing the house at Monday openings with neighbors and kinsfolk was a familiar artifice. There was a Tuesday afternoon show at Miner's Bowery called the actors' matinee, from the number of the profession, their Tuesday afternoons free, who were accustomed to attend. Here would be a critical house and a more convincing test. But



From the Albert Davis Collection

JOE AND LEW—OFF THE STAGE

The Weberfield combination without make-up but, it would seem, not without the hilarity.

Tuesday matinee was a repetition of Monday night. Tuesday night the curtain man blistered his hands hauling the drop up and down for the calls at the finish of the knockabout. The management was persuaded.

That night, as Mr. Isman goes on to say, they were sought



WIND—the “fifth” horseman

Famine, Pestilence, War, Death . . . the famed Four Horsemen . . . YET—none more ruthless than unleashed WIND! . . . Charging down from Nowhere brushing aside the stoutest buildings . . . trampling out lives by scores and hundreds . . . WIND—the “fifth” horseman.

NO LOCALITY is free from destructive windstorms and tornadoes. Neither does any precaution of man avail to avoid these outbursts of Nature.

Even though you may not own a house, wisdom dictates that you insure your personal belongings against the “fifth” horseman. A roof only partly lifted by wind can expose you to heavy financial loss through damage to furniture, rugs, clothing, etc.

Let our representative explain a policy that has been well-termed “the twin brother of fire insurance.”

Affiliated with The Automobile Insurance Co., of Hartford, Connecticut, are the Aetna Life Insurance Company, the Aetna Casualty and Surety Co. and the Standard Fire Insurance Company. These companies issue virtually every known form of policy—Life Insurance in all its branches; Group Life; Group Disability; Accident and Health; Automobile; Compensation; Liability; Burglary; Plate Glass; Water Damage; Fire; Marine; Transportation; Fidelity Bonds; Surety Bonds, etc. Insure according to your needs—as you prosper and as your obligations increase.

EVERY representative of The Automobile Insurance Company, of Hartford, Connecticut, is a man worth knowing. His company is a unit of the strongest multiple-line insurance organization in the world. He is able to provide you with unsurpassed security for *all* your insurable interests.

Get acquainted with our representative in your community today! He can give you sound insurance advice and help you avoid costly mistakes. Let him place in your hands—now—information that may save you thousands of dollars.

THE AUTOMOBILE INSURANCE COMPANY, OF HARTFORD, CONNECTICUT
AFFILIATED WITH AETNA LIFE INSURANCE COMPANY—AETNA CASUALTY AND SURETY COMPANY—STANDARD FIRE INSURANCE COMPANY

Whites Owned	
Abbotts Alderney Dairies, Inc.	56
Abraham & Straus	65
Acme Cash Stores	18
J. N. Adam & Company	38
Advance Transfer Company	14
City of Akron, Ohio	15
Akron Pure Milk Company	13
Alabama Coca-Cola Bottling Co.	14
All Russia Zensky & Cities Union	10
Al's Bake Shop	26
B. Altman & Company	85
Amer. Agricultural Chem. Co.	26
American Bakery Company	15
American Can Company	82
American Chain Company	12
American Fruit Growers, Inc.	11
American Gas & Electric Co.	23
American Ice Company	22
American News Company	28
American Petroleum Company	29
American Power & Light Co.	35
American Public Service Co.	11
American Railway Express	457
American Red Cross	31
American Reduction Company	11
American Steel & Wire Company	32
American Stores Company	121
American Woolen Company	23
A. L. Ammen Transportation Co.	48
Anchor Cartage Company	13
Anderson Brothers	14
Anglo-Mexican Petrol. Co., Ltd.	10
Anheuser-Busch, Inc.	16
State of Arizona	58
Arlington Mills	17
*Armour & Company	405
J. H. Ashdown Hardware Co., Ltd.	10
Associated Bell Telephone Cos.	1183
*Associated Dry Goods Corp.	128
City of Atlanta	42
Atlanta Baggage & Cab Co.	22
Atlanta Chero-Cola Bottling Co.	10
Atlanta Coca-Cola Bottling Co.	20
Atlantic Ice & Coal Corporation	56
Atlantic Refining Co.	546
Atlas Powder Company	19
Austin Nichols & Company	44
Bacon Coal Company	10
The Bailey Company	34
City of Baltimore	51
L. Bamberger & Company	44
Bang Supply Company	16
Banner Grocers' Baking Co.	12
N. Bantivoglio & Sons	18
Barker Brothers, Inc.	18
*Barnsdall Corporation	24
The Barrett Company	24
W. J. Barry	10
Beaver Valley Service Company	16
Beechnut Packing Company	13
Bekins Van & Storage Company	19
Belgrano Autobus S. A.	10
Benguet Auto Line	10
Bernheimer-Leader Stores	16
Bessemer Taxi Co.	14
Best & Company	10
B. & F. Trucking	10
William Bingham Company	24
Bingham Stage Line	11
City of Birmingham	26
Birmingham Chero-Cola Bot. Co.	33
Block & Kuhl Company	16
Bloomington Brothers	41
Blue Ridge Transportation Co.	26
Boggs & Buhl, Inc.	30
The H. C. Bohack Company	16
The Borden Company	35
City of Boston	33
Boston Coca-Cola Bottling Co.	85
Boston Elevated Railway Co.	85
Boulevard Transportation Co.	20
Bourne-Fuller Company	14
George H. Bowman Company	12
Bowman Dairy Company	22
Bradford Baking Company	47
Brands Stores	10
The Brandt Company	41
J. W. Brannon Sand & Gravel Co.	10
Braun Lumber Company	10
John Breuner Company	12
Bridgeman & Russell Company	17
Broadway Department Store	31
Brockton Transportation Co.	11
Bronx Provision Corp. of N. Y.	10
Brooklyn Daily Eagle	12
Brooks Oil Company	12
Bry-Block Mercantile Company	14
Buckeye Pipe Line Company	29
Bullock's	23
P. H. Butler Company	48
Cable Draper Baking Company	10
Caddo Parish, Louisiana	13
State of California	87
California Baking Company	21
California Packing Corporation	20
California Petroleum Company	13
California Transit Company	48
California Truck Company	21
L. H. Callan	10
J. Calvert's Sons	11
William Cameron Co., Inc.	11
R. O. Campbell Coal Company	12
The Campbell System	33
Canfield Oil Company	24
Canton Provision Company	17
Canton Storage & Transfer Co.	15
Capitol Garage Company	10
Carbon Coal Company	13
R. E. Carey Company	12
Carolina Power & Light Co.	11
Carolina Public Service Co.	13
J. B. Carr Biscuit Company	12
Carstens Packing Company	12
Carter Oil Company	20
Casper Motor Bus Line	11
Central Maine Power Company	11
Central Torpedo Company	12
Chandler & Rudd Company	11
*Chapin-Sacks Corporation	62
Chase Bag Company	35
Cheek-Neal Coffee Company	19
*Chero-Cola Bottling Companies	108
The Chero-Cola Company	67
Chicago Amer. & Herald-Exam.	43
Chicago Fire Brick Company	40
Chicago Fire Insurance Board	13
Chicago, N. Shore & Mil. R. R. Co.	28
Chicago Towel Company	19
Chile Exploration Company	10
H. B. Church Truck Service Co.	10
Cia. Abastecedora de Leche	19
Cia. Nacional Construction	10

Whites Owned	
Cla. Transvaal de Mexico	10
Cincinnati Motor Terminals Co.	16
*Cities Service Company	113
City Baking Company	20
City of Chicago	135
City Ice Company (Kansas City)	19
City Ice & Fuel Co. (Cincinnati)	19
City Ice & Fuel Co. (Cleveland)	19
Clark Trucking Company	12
Clearing House Parcel Deliv. Co.	13
City of Cleveland	213
Cleve. Ashta.-Connaut Bus Co.	18
Cleve. Bldg. Sup. & Brick Co.	90
The Cleveland Cartage Co.	22
Cleveland Coca-Cola Bottling Co.	32
Cleveland Elec. Illuminating Co.	62
Cleve.-Lorain-Sandusky Bus Co.	11
The Cleveland Press	20
Cleveland Provision Company	35
Cleveland Railway Company	33
Cleveland Transf. & Cartage Co.	33
Cleveland Trinidad Paving Co.	14
Cleveland & Sandusky Brew. Co.	30
Cloverlands Dairy Products Co.	353
*Coca-Cola Bottling Companies	111
The Coca-Cola Company	73
The Coca-Cola Co., Ltd. (Canada)	13
W. I. Coldiron	15
J. C. Coleman & Son	20
Collins Hauling Company	12
Colonial Ice Cream Company	28
State of Colorado	15
Columbia Ice & Ice Cream Co.	11
Columbia Stages	52
Comar Oil Company	23
R. H. Comey Company	16
Commercial Oil Company	11
Commercial Transfer Company	13
Commonwealth Fuel Co., Inc.	55
Commonwealth Pow. & Lt. Co.	12
Consumers Baking Company	20
State of Connecticut	67
Connecticut Motor Transp. Co.	15
Consolidated Companies	38
Consolidated Ice Company	11
Consolidated Rendering Co.	34
Consort Coal Company	11
Consumers Dairy Company	24
Consumers Pie Company	17
*Continental Baking Company	21
Continental Oil Company	123
Coral Gables Utilities Company	34
Cottage Creamery Company	14
Walter J. Cox Company	10
Crane Company	19
Crescent Forward. & Transf. Co.	12
Cuban Government	19
Cudahy Packing Company	57
John T. Cunningham	35
Cushman Sons, Inc.	10
County of Cuyahoga	17
Dahl-Campbell Grocery Co.	15
Dannemiller Grocery Company	12
Darling & Company	26
Thomas D. Atallo	14
Davison Cartage Company	14
The Dayton Company	13
De Haven Ice Cream Company	10
Denver Cab Company	40
City and County of Denver	11
Louis Des Cognets	13
Dill & Collins Company	11
Dixie Construction Company	19
Drake Brothers	30
Driscoll Trucking Company	11
East Fayette Street Bus Line	13
East Ohio Coal Company	22
East Side Mill & Lumber Co.	15
Eastern Torpedo Company	26
Eastman Kodak Company	13
Thomas W. Easton's Sons	20
The Eaton Company, Ltd.	26
Eckeroth Dairy Company	14
Abraham Eisenberg Co., Inc.	11
*Electric Bond & Share Co.	45
Electric Package Agency	14
Emerick Motor Bus Company	16
Empire Baking Company	22
Empire Gas & Fuel Company	13
Ernst Fuel & Supply Company	11
A. J. Evans	21
The Fair	12
Fair Haven Coal Company	12
Fairmont Creamery Company	55
Fayette Baking Company	20
Fenway Garage Company	15
Wm. Filene's Sons Company	17
Firestone Tire & Rubber Co.	12
Fischer Baking Company	16
Fischer Lime & Cement Co.	10
Fleischmann Company	21
Florida Coca-Cola Bottling Co.	12
Florida Motor Transport Co.	57
State of Florida	38
Fly & Hobson Company	13
C. H. Foley	15
Foster & Kleiser, Inc.	15
Frank & Seder	35
Franklin Ice Cream Company	33
Harry V. Franks	23
Frederick & Nelson, Inc.	25
William Frehofer Baking Co.	24
Fujiya Hotel Garage	11
Fuller Cleaning Company	12
W. P. Fuller & Company	24
Fullington Auto Bus Company	13
County of Fulton, Georgia	15
Frank Gaffney	15
Galena Signal Oil Company	17
A. W. Gamage, Ltd.	14
Garfield-Passaic Transit Co.	15
State City Dairy & Ice Cream Co.	10
General Baking Company	229
*General Electric Company	22
General Fire Extinguisher Co.	11
General Gas & Electric Corp.	28
General Petroleum Corporation	94
Georgia Railway & Power Co.	62
State of Georgia	75
Gerkins Oil Company	13
Gimbel Brothers, Inc. (Milw.)	15
Gimbel Brothers, Inc. (N. Y.)	94
Gimbel Brothers, Inc. (Phila.)	79
Glacier Park Transportation Co.	52
Globe Grain & Milling Co.	23
Gloucester Auto Bus Company	24
City of Gloucester	16
Adolf Gobel, Inc.	41
Goeringer Construction Co.	12
Goff-Kirby Company	18
Goldenrod Ice Cream Company	19

ANNUAL

Roll WHITE TRUCK FLEETS

Again this year we publish a bigger, greater White Roll Call. It is the most convincing performance document in the field of motor transportation. It is indisputable evidence of White Truck leadership.

Here, in open book, is the transportation history of 837 of the country's foremost truck owners—in all lines of business, all locations—operating 31,093 Whites of all models in fleets of 10 or more.

It shows an increase of 80 owners and 2,900 trucks over last year's record. Normal business changes, mergers and reorganizations have caused a few fleets to decrease and other

Whites Owned		Whites Owned	
Golden Sheaf-Remar Baking Co.	20	Indian Ter. Illuminating Oil Co.	1
Golden State Auto Tours Corp.	12	State of Indiana	14
Golden State Milk Products	14	City of Indianapolis	12
J. Goldsmith & Sons Company	12	International Petroleum Co.	12
B. F. Goodrich Company	12	International Petroleum Co., Ltd.	12
Goodyear Tire & Rubber Co.	22	Interstate Public Service Co.	12
Grasselli Chemical Company	21	Interstate Wholesale Grocers	12
Gray Construction Company	25	Interurban Transportation Co.	12
Grays Harbor Ry., Lt. & Pow. Co.	12	Iowa State Highway Comm.	12
The Great Atl. & Pac. Tea Co.	14	Iron City Sand Company	12
Great Northern Paper Company	27	Iron Range Transportation Co.	12
Great Southern Refining Co.	11	County of Jackson, Mo.	12
Greenfield Elec. Lt. & Pow. Co.	19	Jahncke Service Company	12
Greensboro Gas Company	10	Jefferson County (Ala.)	12
Greif Brothers Cooperage Co.	42	Jefferson Highway Transp. Co.	12
Gridley Dairy Company	16	Jessup & Antrim Ice Cream Co.	12
S. J. Groves & Sons Company	13	Jones Store Company	12
Gulf Production Company	45	Julian Petroleum Corporation	12
*Gulf Refining Company	1738	Jump Housewrecking Company	12
Gypsy Oil Company	30	S. Kann Son's Company	12
*Hadley Furniture & Carpet Co.	16	Kansas City Power & Light Co.	12
Hale Brothers	10	Kansas Gas & Electric Company	12
Halle Brothers Company	21	State of Kansas	12
Hammond Lumber Company	12	Kaufmann & Baer Company	12
W. T. Hardison & Company	11	Herman Keiser	12
Hardware & Supply Co.	10	Kennelcott-Patterson Transf. Co.	12
Joseph Hart	19	C. D. Kenny Company	12
A. D. Hartell	19	Kenny Transfer Company	12
Fred Harvey	34	State of Kentucky	12
C. F. Hathaway & Son	10	George Kern	12
Hauser Packing Company	17	King County (Washington)	12
Haverty Furniture Company	24	Kingan & Company	12
Hawaii County, T. H.	19	The Knickerbocker Storage Co.	12
Hawaiian Pineapple Co., Ltd.	21	B. B. & R. Knight, Inc.	12
Hecht Bros. & Company	32	E. H. Koester Bakery Company	12
H. J. Heinz Company	83	Laclede Gas Light Company	12
Heissler & Junge Company	20	County of Lake (Indiana)	12
Hercules Powder Company	17	Lansburg & Brother	12
Peter Herkner Trucking Co.	12	Lilly White Gasoline Company	12
Hershey Creamery Company	10	Lincoln Fireproof Storage Co.	12
Hess Brothers	11	Laundry Trucking Company	12
Heywood-Wakefield Company	11	C. Lewis Layne	12
Hiddeah-Alharran Bus Line	11	A. Leach & Company	12
The Higbee Company	12	J. William Lee & Son	12
Hildebrandt Provision Company	14	Lewis-Chitty Company	12
H. G. Hill Grocery Company	19	Fred T. Ley & Company	12
Hitchner Biscuit Company	10	Leyte Land Transportation Co.	12
Hochschild, Kohn & Company	26	Liberty Baking Company	12
H. B. Hole	17	Lilly White Gasoline Company	12
Holland Bread Company	58	Lincoln Fireproof Storage Co.	12
Hollywood L. & W. Co. of Fla.	24	Lit Brothers, Inc.	12
Hong Kong Hotel Co., Ltd.	11	Livestock Baking Company	12
Honolulu Const. & Drayage Co.	14	Frederick Loeser & Company	12
H. P. Hood & Son	19	Loft, Inc.	12
Hope Natural Gas Company	14	Log Cabin Baking Company	12
Joseph Horne Company	49	Long-Bell Lumber Company	12
Houston Lighting & Power Co.	11	Long's Transfer Company	12
Huasteca Petroleum Company	27	J. P. Loomis Coal & Supply Co.	12
J. L. Hudson Company	58	Loose-Wiles Biscuit Company	12
Hudson's Bay Company	22	Los Angeles Brewing Company	12
Hughes-Curry Packing Co.	11	Los Angeles Creamery Company	12
H. B. Hughes Truck Company	12	Los Angeles Gas & Electric Corp.	12
Humble Oil & Refining Co.	53	Los Angeles Ice & Cold Stor. Co.	12
State of Idaho	20	Los Angeles Railway Corp.	12
State of Illinois	56	City of Los Angeles	12
Imperial Ice Cream Company	25	County of Los Angeles	12
Imperial Oil, Ltd.	93	State of Louisiana	12
Indep. Brew. Co. of Pittsburgh	32	Louisville Railway Company	12
Independent Torpedo Company	18	City of Lowell (Mass.)	12
Independent Towel Supply Co.	28	Arthur Lurie	12
Indian Automobile Co., Ltd.	12	Lutter Brick Company	12
Indian Refining Company	11	R. H. Macy & Company	12

WHITE

Call



3 OF TEN OR MORE

lose their original ownership identity. In addition to the owners on the Roll Call, tens of thousands of owners operate White fleets of less than 10 or single Whites. There are more White Trucks in service than trucks of any other high-grade make.

We say again, as we said in 1924 . . . no other truck manufacturer has ever published such volume of evidence of uninterrupted service at low cost. No other truck manufacturer can.

* * *

Let us send you free the complete White Roll Call booklet, tracing the building of these great White fleets year by year. The Roll Call has been growing steadily for 15 years. Write The White Company, Cleveland—or request it of the branch office or dealer near you.

Whites Owned	Whites Owned
Magnolia Petroleum Company . . . 97	City of Newark . . . 13
Mandel Brothers . . . 45	Province of New Brunswick . . . 19
Manhattan Oil Company . . . 13	State of New Hampshire . . . 18
City of Manila, P. I. . . 15	W. J. Newman Company . . . 10
Marland Refining Company . . . 40	Newman Brothers . . . 15
C. Marshall Company . . . 12	M. A. Newmark Company . . . 15
Maryland State Roads Com. . . 10	New National Oil Company . . . 18
State of Massachusetts . . . 60	New Orleans Public Service, Inc. . . 53
Massachusetts Baking Company . . . 85	City of New Orleans . . . 67
Material Cartage Company . . . 18	City of New York . . . 711
May Stern & Company . . . 12	State of New York . . . 11
The May Company (Cleveland) . . . 57	New York American & Journal . . . 41
The May Co. (Los Angeles) . . . 30	N. Y. Board of Fire Underwriters . . . 21
McCreery & Company . . . 21	*New York Central Railroad Co. . . 28
State of Alexander McGarr . . . 13	N. Y. Linen Sup. & Laundry Co. . . 28
McGowan Brothers Company . . . 14	New York State Railways . . . 23
G. M. McKelvey Company . . . 22	City of Niagara Falls . . . 10
The C. L. McLain Company . . . 19	Noonan Bldg. Material Co., Inc. . . 12
McMahon Transportation Co. . . 20	Norfolk Motor Bus Corporation . . . 12
McQuesten & Lewis . . . 11	Norfolk Ice Delivery Corp. . . 10
G. Meed . . . 11	Norsk Trafik A/S . . . 10
Wm. J. Meehan & Brother . . . 13	*North American Company . . . 16
Memphis Power & Light Co. . . 10	State of North Carolina . . . 77
The Mengel Company . . . 11	North Shore Food Products Co. . . 10
*Mercantile Stores Company . . . 49	*Northern Ohio Trac. & Lt. Co. . . 84
Merchants' Transfer Company . . . 20	Northern States Power Co. . . 23
George E. Merrick . . . 31	Northern Transit Company . . . 28
Mesaba Transportation Co. . . 19	Norland Transportation Co. . . 12
Metropolitan Coal Company . . . 28	Province of Nova Scotia . . . 26
Metropolitan Distributors, Inc. . . 28	Rogelio C. Novo . . . 10
Metropolitan Gas & Electric Co. . . 12	Nu-Grape Bottling Company . . . 23
Metropolitan News Company . . . 11	State of Ohio . . . 57
Metropolitan Tobacco Company . . . 10	Ohio Oil Company . . . 31
Mexican Gulf Oil Company . . . 26	Oil Fields Transport Company . . . 10
Louis Meyer Company . . . 22	State of Oklahoma . . . 13
Mexican Petrol. Co., Ltd., of Del. . . 24	Oklahoma Gas & Electric Co. . . 13
State of Michigan . . . 35	Oklahoma Pipe Line Company . . . 14
Middlesex & Boston Street R. R. . . 13	Oliver Iron Mining Company . . . 12
*Middle West Utilities Corp. . . 22	M. O'Neill Company . . . 13
Mid-Kansas Oil and Gas Co. . . 10	Hugh M. O'Neill . . . 19
Midwest Refining Company . . . 26	Onondaga County (New York) . . . 18
Mill Dealers Bottle Exchange . . . 11	Oppenheim, Collins & Co. . . 45
J. E. Miller . . . 23	State of Oregon . . . 40
Olga Miller Trucking Company . . . 20	Original Stage Line . . . 12
Miller-Becker Company . . . 12	The Outlet Company . . . 15
Miller & Coatesworth . . . 10	Orington Brothers Company . . . 13
P. Milliron . . . 12	Ozark Pipe Line Company . . . 20
Milwaukee Elec. Ry. & Lt. Co. . . 69	Pacific Baking Company . . . 34
State of Minnesota . . . 48	Pacific Electric Railway Co. . . 80
State of Missouri . . . 31	Pacific Fruit & Produce Co. . . 22
Missouri Portland Cement Co. . . 10	Pacific Gas & Electric Company . . . 36
State of Montana . . . 26	Pacific Mills . . . 25
Montgomery County (Ala.) . . . 16	Pacific Oil Company . . . 16
Henry Morgan & Company, Ltd. . . 14	Palais Royal . . . 17
K. E. & A. K. Morgan . . . 38	Pan American Petroleum Co. . . 20
Motor Transit Company . . . 128	*Pan Amer. Petr. & Transp. Co. . . 58
The Moxie Company . . . 10	Park Auto Transportation Co. . . 12
C. F. Mueller Company . . . 10	Park & Tilford . . . 13
Murphy Transfer Co., Inc. . . 25	Parker Brothers, Ltd. . . 22
A. I. Namm & Son . . . 68	Frank Parmalee Company . . . 20
City of Nashville . . . 16	Paterson Brewing & Malting Co. . . 10
National Bedding Company . . . 10	Pechter Baking Company . . . 11
National Biscuit Company . . . 143	Peninsula Rapid Transit Co. . . 28
National Breweries, Limited . . . 11	State of Pennsylvania . . . 21
National Casket Company . . . 29	Pennsylvania Edison Company . . . 12
National Ice & Cold Storage Co. . . 19	Pennsylvania Electric Corp. . . 13
National Ice Cream Company . . . 10	*Pennsylvania-Ohio Electric Co. . . 38
National Lamp Works (G. E.) . . . 10	Peoples Gas Light & Coke Co. . . 13
National Refining Company . . . 84	Perrett & Glenney . . . 13
Neal Fireproof Storage Co. . . 12	D. Peters . . . 14
N. O. Nelson Manufacturing Co. . . 11	Petroleum Heat & Power Co. . . 13
State of Nevada . . . 19	Philadelphia Electric Company . . . 16

Whites Owned	Whites Owned
City of Philadelphia . . . 11	Standard Pipe Line Company . . . 18
Philippine Government . . . 53	Standard Sanitary Mfg. Co. . . 46
Phenix Cheese Company . . . 14	State Construction Company . . . 14
Phoenix Utility Company . . . 25	C. P. Steinheiser Company . . . 20
Pickwick Stages . . . 12	Sterchl Brothers . . . 20
M. H. Pickering Company . . . 19	Sterling & Welch Company . . . 48
Pierce Petroleum Corporation . . . 235	Stern Brothers . . . 72
Piggly Wiggly Stores . . . 45	John Sterneckner . . . 11
Pike's Peak Auto Highway Co. . . 17	Steubenville Coal & Mining Co. . . 21
Pilsener Brewing Company . . . 15	Steub., E. L. & B. V. Traction Co. . . 21
Pioneer Truck Company . . . 15	Stewart & Company . . . 22
Pittsburgh Gage & Supply Co. . . 13	Stoll Oil Refining Company . . . 15
Pittsburgh Mercantile Company . . . 14	*Stone & Webster Interests . . . 72
Pittsburgh Plate Glass Co. . . 27	Strawbridge & Clothier . . . 34
H. & S. Pogue Company . . . 19	Stringfellow-Harman Co. . . 12
Portland Sebago Ice Company . . . 14	Stroehmann Baking Company . . . 25
Postal Telegraph Cable Co. . . 10	Stryker Transp. & Cont. Co. . . 12
Powers Mercantile Company . . . 12	Summerfield Company . . . 65
Prairie Oil & Gas Company . . . 33	Sun Oil Company . . . 10
Prairie Pipe Line Company . . . 71	Superior White Company . . . 10
City of Providence . . . 10	Tacoma Bottling Works . . . 17
Providence Journal Company . . . 10	Taft-Kern School Dist. (Cal.) . . . 15
Public Service Co. of Colorado . . . 23	Taylor Bros. & Paquet Co. . . 15
Public Service Corp. of N. J. . . 13	Wm. Taylor, Son & Company . . . 36
Public Service Electric Company . . . 86	Teche Transfer Company . . . 34
Public Service Gas Company . . . 26	Telling-Belle Vernon Company . . . 97
Public Service Production Co. . . 15	State of Tennessee . . . 11
Public Service Transp. Co. . . 81	Tennessee Electric Power Co. . . 10
Puget Sound Int. Ry. & Pow. Co. . . 11	Terre Haute Brewing Company . . . 14
Puget Sound Power & Light Co. . . 27	State of Texas . . . 65
*Pure Oil Company . . . 28	Texas Company . . . 188
*Purity Baking Company . . . 35	Texas Power and Light Company . . . 13
Purtell Brothers . . . 14	Textile Machine Works . . . 10
Puyallup-Tacoma Transit Co. . . 23	Theurer-Norton Provision Co. . . 16
Quaker City Cab Company . . . 151	Thomas, Bennett & Hunter . . . 19
Queens Bus Line Company . . . 33	Tidal Oil Company . . . 19
City of Quincy . . . 10	*Tide Water Oil Company . . . 63
Rainier National Park Company . . . 29	Tide Water Oil Sales Corp. . . 11
Range Bus Line . . . 11	City of Tokyo, Japan . . . 19
T. S. Reed Grocery Company . . . 10	Tokyo Shigai Jidosha Co. . . 65
Red Rock Company . . . 12	City of Toronto, Ont., Canada . . . 11
Red Oil Corporation . . . 10	Transcontinental Oil Co. . . 41
Reinhold Ice and Ice Cream Co. . . 15	Tribune Pub. Co. (Oakland) . . . 10
Republic Struc. Iron Works Co. . . 13	Trigg-Dobbs & Company . . . 11
Rhodes Wood Furniture Co. . . 11	Twin City Motor Bus Company . . . 33
Frank G. Richards . . . 23	Union Auto Transportation Co. . . 12
Richfield Oil Company . . . 41	Union Electric Lt. & Pow. Co. . . 11
Richmond Rapid Transit Co. . . 20	Union Gas & Electric Company . . . 26
Ridgewood Pie Baking Company . . . 79	Union Ice Company . . . 26
Rieck-McJunkin Dairy Co. . . 79	Union Oil Co. of California . . . 759
City of Rio de Janeiro . . . 10	Union Transfer Co. (Fremont) . . . 12
Rio Grande Oil Company . . . 20	Union Transfer Co. (Phila.) . . . 13
River Auto Stage Line . . . 15	Union Wholesale Lumber Co. . . 10
Rochester Gas & Electric Co. . . 49	Uniontown Baking Company . . . 10
Rocky Mount Parks Transp. Co. . . 95	United Drug Company . . . 10
L. W. Rogers Company . . . 18	United Electric Light Company . . . 12
Rome Coca-Cola Bottling Co. . . 11	United Electric Railways Co. . . 34
The Rosenbaum Company . . . 48	*United Gas Imp. Co. Interests . . . 62
B. Rosenberg Company . . . 13	United Natural Gas Company . . . 12
*Roxana Petroleum Corp. . . 289	United Railways & Electric Co. . . 35
*Royal Dutch Company . . . 20	United Service Company . . . 12
Fred Rusch . . . 25	United Shoe Machinery Corp. . . 14
George Rushton Baking Co. . . 11	United Stage Lines . . . 12
J. P. Ryan . . . 12	United States Bakery . . . 659
Saginaw Transit Company . . . 19	United States P. O. Department . . . 659
City of St. Louis . . . 13	United States Rubber Company . . . 27
St. Louis Bus Company . . . 13	*United States Steel Corp. Ints . . . 27
City of St. Paul . . . 17	United States Stores Corp. . . 14
Saks & Company . . . 40	Updike Lumber & Coal Co. . . 13
Salt Lake Transportation Co. . . 25	Utica Gas and Electric Co. . . 28
San Diego Cons. G. & E. Corp. . . 20	Vacuum Oil Company . . . 27
Santo Domingo Pub. Wks. Dept. . . 31	A. Valdes & Company . . . 13
San Francisco (City-County) . . . 42	State of Virginia . . . 74
San Francisco Motor Dry Co. . . 11	Viscose Company . . . 11
San Francisco Municipal Ry. Co. . . 12	F. G. Vogt & Sons, Inc. . . 11
Sanger Brothers . . . 10	Waite Phillips Company . . . 14
Sanitary Grocery Company . . . 17	John Wanamaker . . . 99
San Joaquin Baking Company . . . 17	Ward Baking Corporation . . . 12
San Joaquin Lt. & Pow. Corp. . . 22	Warner Sugar Refining Co. . . 12
Santa Ana Commercial Co. . . 15	Washington Bakeries Corp. . . 43
Santa Barbara (City-County) . . . 10	Washington Ry. & Elec. Co. . . 27
S. R. P. & S. Auto Stage Co. . . 13	County of Wayne, Michigan . . . 10
Morris Schuchman & Hamilton . . . 11	Webb, Hendricks & Hamilton . . . 12
Schmidt & Ziegler, Limited . . . 10	Weicker Trans. & Storage Co. . . 11
Henry Schultz . . . 11	Raphael Well & Company . . . 20
Schulze Baking Company . . . 56	Percy Wenham . . . 14
Nathan Schweitzer Co., Inc. . . 11	West Penn System . . . 41
George Scofield Company . . . 15	West India Oil Company . . . 27
Scott Transportation Company . . . 18	State of West Virginia . . . 22
S. & E. Motor Hire . . . 17	Western Electric Company . . . 39
City of Seattle . . . 17	Western Meat Company . . . 27
Seattle Transportation Co. . . 14	Western Motor Transfer Co. . . 17
Semon Ice Cream Corporation . . . 10	Western Newspaper Union . . . 10
Seven Baker Brothers . . . 41	Western Union Telegraph Co. . . 11
Shaeffer-Black Company . . . 19	Westinghouse Elec. & Mfg. Co. . . 15
Shaffer Oil & Refining Company . . . 63	Wheeling Steel Corporation . . . 23
Sharpless-Hendler Ice Cream Co. . . 20	R. H. White Company . . . 13
Dennis Sheen Transfer Co. . . 22	White Stage Line . . . 24
Shell Oil Company of California . . . 176	White Transfer & Storage Co. . . 13
Shepard-Norwell Company . . . 11	White Transit Company, Inc. . . 52
Sherman, Clay & Company . . . 14	Whiting-Mead Commercial Co. . . 16
John Shillito Company . . . 19	W. A. Wieboldt Company . . . 25
Shults Bread Company . . . 18	Willard's Chocolates, Ltd. . . 14
Sieloff Packing Company . . . 15	Wilshire Oil Company . . . 16
Franklin Simon & Company . . . 27	Wilson & Company . . . 39
Sinclair Consolidated Oil Corp. . . 23	Winchester Laundry Corp. . . 29
Skelley Oil Company . . . 16	Wm. Winkler (Steele-Wedeles) . . . 20
Lonie Slacum . . . 10	Winona Oil Company . . . 14
W. & J. Sloane . . . 37	State of Wisconsin . . . 27
Sonoma County, California . . . 13	Wisconsin Power & Light Co. . . 10
State of South Carolina . . . 25	Wise Brothers . . . 21
State of South Dakota . . . 18	Wofford Oil Company . . . 30
Southeastern Express Company . . . 169	Wood River & Alton Bus Lines . . . 10
Southern Dray Company . . . 10	Woodward & Lothrop . . . 22
Southern Oil Corporation . . . 12	Woolner Brewing Company . . . 11
Southern Pacific Company . . . 11	City of Worcester (Mass.) . . . 13
Southern Sierra Power Company . . . 11	Worden & Son . . . 14
Southern Utilities Company . . . 12	Geo. Worthington Company . . . 19
W. P. Southworth Co. . . 15	Wouter's Laundry . . . 12
Spears & Company . . . 23	Wright Cake Company . . . 17
Sperry Flour Company . . . 17	State of Wyoming . . . 30
City of Springfield, Mass. . . 13	C. H. Yeager Company . . . 10
Stadler Products Company . . . 22	Yellowstone Park Transp. Co. . . 304
Otto Stahl, Inc. . . 12	Yosemite National Park Co. . . 52
Standard Brewing Company . . . 12	Youngstown Municipal Ry. Co. . . 36
Standard Oil Company of Brazil . . . 13	Youngstown Sheet & Tube Co. . . 12
Standard Oil Company of Calif. . . 256	Ypsilanti Reed Furniture Co. . . 11
Standard Oil Company of Ind. . . 234	Zamboanga Transportation Co. . . 13
Standard Oil Company of Ky. . . 465	Zellerbach Paper Company . . . 22
Standard Oil Company of La. . . 207	Zettelmeyer Coal Company . . . 19
Standard Oil Company of Neb. . . 28	Zions Co-operative Merc. Inst. . . 11
*Standard Oil Company of N. J. . . 193	
Standard Oil Company of N. Y. . . 842	
Standard Oil Company of Ohio . . . 162	

31,093

*Exclusive of subsidiary or affiliated companies individually listed.

THE WHITE COMPANY
CLEVELAND

TRUCKS

out by Sheldon, the house manager, who made them a proposition, thus:

"How would you boys like to play our Eighth Avenue house next week?" he asked with the air of one bestowing largess.

"We'd like to—for fifty dollars." Joe did the answering.

Sheldon lifted his eyebrows and shifted his quid of tobacco.

"Whoops, my dear!" he exclaimed. "Got the big head already, eh? Back to the pool tables for you, my sons! I don't think you finished that game last Friday night."

The discussion ended without Lew having spoken. Outside, he had much to say.

"I've got a business man for a partner, I have," he opened.

"We lay around six months looking for work, and just when we get it, and have the Bowery talking about us, you kick the manager in the face. Who do you think you are? Booth and Barrett, or somebody?"

It's a good thing for me I've got you around to look after my interests or I might have missed a chance to get a nice job sealing fish in the Washington Market next Monday." And more to that effect. Joe thought of no adequate reply.

But Sheldon looked them up again on Thursday night.

"It's a lucky thing for you two whippersnappers," he began, "that I couldn't find another act for the Eighth Avenue next week. You get the fifty dollars. Now swell up like two poisoned pups and bust. It'll ruin you for good, probably. I'll have that satisfaction."

It was their first time at Miner's uptown house and rarefied air after one hundred and eighty nights in a barroom. Colonel Hopkins, owner of the Theater Comique at Providence, was in town looking for acts for his house. Edward Talbot, on the bill with them at the Eighth Avenue, had been booked for the Comique two weeks hence and would be unable to keep the engagement. He told the boys that Hopkins would be in to see the show some time during the week and promised to suggest them as a substitute.

"If he wants you to go cheap, laugh at him," he warned. "Ask for a yard and a quarter," by which he meant one hundred and twenty-five dollars a week.

That was a fantastic sum, but Masters Weber and Fields were in an asking mood by now. Eighth Avenue was as flattering as the Bowery, and presumably a more fastidious public. Colonel Hopkins came, saw and was impressed. Would they like to come to Providence? They would—for one hundred and twenty-five dollars a week.

"All right; send in your billing," the colonel concurred, just like that.

Here, as Mr. Isman remarks, was "something rotten in Denmark," for "a manager who would agree without a struggle to part with a hundred and twenty-five dollars very likely was one who had no intention of paying anything," and "the Bowery was a long walk from Providence." Accordingly—

They would devote next week to seeking an engagement at a figure there was a chance of getting. But they failed to find it. Better Providence, and trust to Providence, than back to the

pool tables. The cheapest route to the Rhode Island capital was by steamer to Fall River, thence by rail. Saturday noon they bought two tickets and checked their trunk. The boat would sail at six P. M., the ticket agent said. At half-past five they approached the wharf in company of Weber's brother and a friend whom they remember only as Jersey Sam. A steamer's siren was hooting. It had the sound of a boat pulling out. A boat, in fact, was pulling out—their boat, and their trunk, containing their all, aboard. That day the Fall River Line had shifted its schedule and the absent-minded ticket agent had forgotten.

Between them Weber and Fields had possibly sixty cents. Weber's brother had nothing. But Jersey Sam, in an ill-advised confidence, had admitted ownership of five dollars. That would buy two half-fare tickets by the all-rail route to Providence, but Jersey Sam had other plans for his five dollars. Lew wept, Joe pleaded, his brother promised, and Jersey Sam was lost.

At the old Grand Central Station Joe sidled up to the New Haven ticket window, stooped low, his eyes just showing above the counter, and gave his best imitation of a frightened small boy asking for half-fare tickets to Providence for himself and baby brother. The ticket agent hissed the act.

They waited until another ticket agent came on duty. This time Lew toddled to the window, and in a lisping treble asked if this was the place where little boys bought half-fare tickets for Providence. He lacked only a rattle.

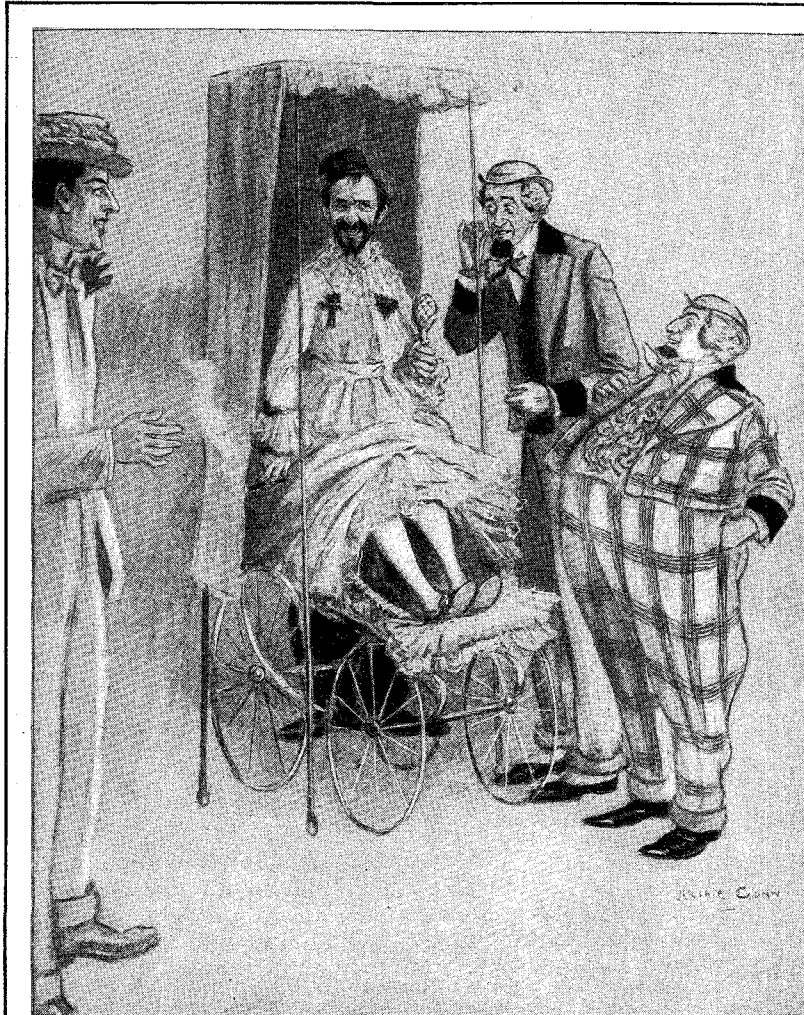
The ticket-seller rose, peered over the counter and said, "Not with that face!"

The board of strategy met again. When half-fare tickets were bought in connection with full-fare billets, the railroad was not so inquisitive. Why not locate some adult bound for Providence and persuade him to act as their purchasing agent? Taking stands at the station's busiest door, they grabbed at the coat tails of every man who passed in, clamoring, "Mister, are you going to Providence?" New York's manners have not altered greatly since the early '80s. Nine brushed by without answering, sensing a snare; the tenth would be a man down to meet his aunt from Moosup, or a furniture salesman returning to Grand Rapids.

At twenty minutes to train time the prospects of ever learning whether Colonel Hopkins talked in Union or Confederate money were poor. At nineteen minutes to, the Three Herbert Brothers, acrobats, and Nellie Parker, wife of one, came through the door. Providence was their destination and they would be glad to accommodate.

Weber and Fields scored a tremendous hit in Providence, "went broke" in Hoboken shortly after, and regained their lost laurels in Philadelphia. Then came an engagement in Baltimore when they "played at Herzog's Museum for fifty dollars a week, and lived with the freaks at Hancock's boarding-house." A little later, they returned to New York, and Mr. Isman tells us:

Weber and Fields had played every dime museum in New York save one, but that one was the aristocrat of the lot—G. B. Bunnell's, at Broadway and Ninth Street. Bunnell looked



INCLUDING DAVID WARFIELD

Who was one of the many stage celebrities to shine with Weber and Fields.



"SONGS OF OTHER YEARS"
Painted by Leighton

P.C.G.

Who plays these songs for you?

Annie Laurie The Last Rose of Summer Swanee River
Love's Old Sweet Song Carry Me Back to Old Virginny

WHEN your mood says "Music!" and your memory turns back to the old songs — then, perhaps, is the time your Ampico can mean most to you. For, at the pressing of a button, a great artist's playing of your favorite music will stream from your own piano, filling with melody the quiet room where you sit.

Brailowsky, Dohnányi, Godowsky, Levitzki, Lhévinne, Ornstein, Rachmaninoff, Rosenthal, Schmitz—these and hundreds more are included in the brilliant company of masters who will express their art through your piano—if that piano be an Ampico. They will play for you the great music of the world—sonatas, nocturnes, fantasies and serenades; hymns, ballads and marches. Every gradation of volume, every phrase, every shading of tone is heard just as it was interpreted by the great artist who made the recording.

Only in fine pianos

The Ampico may be had in only the following pianos, which have been known for generations as instruments of quality: The Mason & Hamlin, the Knabe, the Chickering, the Fischer, the

Haines Bros., the Marshall & Wendell, the Franklin, and in Canada the Willis also. Note that the Mason & Hamlin, the Knabe, and the Chickering are three of the four great pianos in general use on the American concert stage.

Yet the piano within whose case the Ampico lies concealed suffers no change in its structure. It is intact for playing by hand, for when the Ampico is not in use it does not touch the keys, the pedals, or even the strings.

Hear the Ampico today

Everyone is invited to hear the Ampico. Music Week (May 3-10) is a particularly appropriate time to go to a store where any of the pianos mentioned are sold and ask to hear the Ampico rendition of some of the old songs you love. You may discover musical treasures. If you have never heard the Ampico, you will feel that you have discovered a miracle.

Exchange your silent or player piano for an Ampico

The piano which you now own will entitle you to an allowance on the pur-

chase of an Ampico. This allowance and convenient terms of payment make owning an Ampico an ambition you may fulfill at once. Foot-power models \$795. Electric power models \$985 to \$5000. With freight added. Uprights and grands.

A note to the address below will bring you a booklet describing the Ampico and its music.

Music from the Ampico Library

Played by

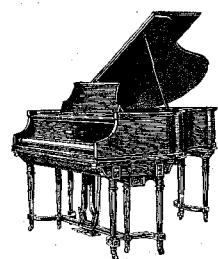
Etude—Stravinsky	BRAILOWSKY
Rhapsodie F Sharp Minor—Dohnányi	DOHNÁNYI
Ballade A Flat—Chopin	LEVITZKI
Hungarian Gypsy Dances—Tausig	LHÉVINNE
Caprice—Paganini-Schumann	MIROVITCH
Revolutionary Etude—Chopin	MÜNZ
Troika—Tschaiakowsky	RACHMANINOFF
Valse Parisienne—Lee S. Roberts	ROBERTS
Etude in Thirds—Chopin	ROSENTHAL
Danse—Debussy	SCHMITZ
Minute Waltz—Chopin	BLOOMFIELD
	ZEISLER

Popular recordings just out

I'll see you in my dreams—Jones	ADAM CARROLL
Titina—Daniderff	ZEZ CONFKEY

THE AMPICO CORPORATION
437 Fifth Avenue, New York City

The AMPICO
The ALL of the PIANO



somewhat like P. T. Barnum, the father of the dime museum, then still alive and a circus proprietor, and he cultivated that resemblance assiduously.

The team had finer feathers in its cap than this, but there would be a gap in the record until Bunnell's had been conquered. For five years they had failed to catch his interest. When Doctor Cole, whom they had known as lecturer on the freaks at the New York Museum, 210 Bowery, was promoted to the lectureship at Bunnell's, they tried again—and got a curt refusal. They would show this man Bunnell.

The wild talk of a drunken sailor on the Bowery was the seed of the plot. The sailor claimed to have shipped from Chi-fu with a Chinese helmsman who had one eye, and that in the center of his forehead. Days later it occurred to Lew and Joe that the yarn had practical possibilities.

Dropping in at Bunnell's, they spoke casually to Cole of having seen such a Chinaman in Doyers Street some time before. They described him with great detail. His peculiarity, it seemed, was little known even in Chinatown because of his habit of pulling his hat far down on his forehead. A slit in the hat fitted over the single eye.

Cole declared excitedly that the Chinese cyclops was a phenomenon without parallel in his experience. Bunnell would pay three hundred—four hundred—even five hundred dollars, perhaps, just for the tip.

A pity they had not thought of Mr. Bunnell at once. Meanwhile, unfortunately, P. T. Barnum had opened negotiations with them and would have the first call.

Bunnell was with them within the minute. Just the two boys he had been hoping to see. Lucky chance that they should happen in. Would they like to play the museum next week? The pay would be forty dollars, Bunnell's top. Nothing was said of a one-eyed Chinaman.

Bunnell booked them for a second week. By the bye, Dr. Cole had said something about a Chinaman with an eye in his forehead.

To Joe's and Lew's express sorrow, Mr. Barnum had first call on the marvel and had all but closed with them. Bunnell thought he could meet Barnum's offer—possibly better it. Would they give it their best thought? They would indeed.

Bunnell had two other museums, one in Brooklyn, the other in Jersey City. The third week he sent them to Brooklyn, the fourth to Jersey City, the fifth he brought them back to Broadway. A funny thing, it was being said in Miner's, this sudden popularity of Weber and Fields with Bunnell.

Bunnell began to be pressing. Where was the Chinaman to be found? Couldn't he see the man himself? What word from Barnum? Were they certain that there was only one eye, and that in the center of the brow?

As Mr. Isman remarks, "practical jokes and tiger whelps have their similarity," and Weber and Fields's little jest "was beginning to grow claws," so—

Joe and Lew conferred and decided to break with Barnum. The next day, in Bunnell's presence, they denounced the circus man's lack of good faith. They had learned that while he pretended to dicker with them he was attempting to go behind their backs and deal independently with their property. All that he had accomplished was to frighten the Chinaman away. He had fled to a cousin's in New Orleans, and they now were trying to coax him out of retirement. As soon as they succeeded he would be Bunnell's for the asking.

When they had played twenty consecutive weeks at the three museums, and had been booked for the twenty-first, Bunnell demanded a showdown. Lew ducked around the corner and sent a message by an A. D. T. boy to himself and Joe in care of Bunnell. The Chinaman had returned.

Bunnell sent for his carriage and the three started for Doyers Street. Doyers Street was around the corner from the old Chatham Square Museum where they had begun their career. In half an hour now, when the cat got out of the bag, their career might end there too. They pointed at random with nervous fingers. Bunnell alighted and led the way. The house which their fingers had chanced to indicate proved to be a warren of Orientals, all of whom at once protested utter ignorance of English. When in doubt, Chinatown always fell back on "No savee," and such cryptical talk as this of eyes in foreheads was suspicious.

Out of the jabber of Cantonese, at length a voice suggested in perfect English that they address their inquiries to the Chinese consul in Clinton Street. Objections by Joe and Lew. A consul could not be expected to concern himself with museum freaks. He probably was very busy on matters of State, and anyway the only sure method of locating a Chinaman was to wait him out. Patience—that was it! They had unlimited patience, and Bunnell could return to the museum. He went, however, to the consul's and took them with him.

The Consul was a Princeton graduate. He listened politely and gave it as his opinion that his callers had been imposed upon.

"You Americans are an incurably romantic people," he philosophized, "and you insist on inventing and believing weird and devious fictions about our quarter. You will have it that we are an enigmatical race given to strange deviltries. This, I judge, is another of these nursery tales. At any rate, I can assure you that every Chinese in Greater New York reports to me, and that there is none such among them. Were he here, I would be compelled by your immigration laws, no doubt, to return him to China."

Bunnell's twenty weeks of delusion ended abruptly while the consul spoke. He had believed in the existence of the Chinatown Cyclops because he had wanted to believe, and these young scoundrels had played shrewdly on his obsession of outdoing the great Barnum. He stopt outside the consul's door.

"Tell me the truth," he asked. "There was never any one-eyed Chinaman, was there?"

It had come. They suddenly felt very sorry for their victim and for themselves. They looked at each other. Which one should tell him? They began the confession, now one talking, now the other, then both at once. The drunken sailor; how they had tried so long to get on at Bunnell's; how the joke had got out of hand, an Old Man of the Sea clinging to their backs.

Bunnell only stared, with a look half hurt, half quizzical. In their remorse they seemed more undersized, more under-loved than ever; two of necessity's children, faces wistful with an age beyond their years. It was long before he spoke.

Then it was to say, "An old showman taken in by a pair of kids? I'd be a poor sport if I hollered. Shake hands on it, and no hard feelings." He stared at them longer. "You two ought to go far," he said, half to himself.

DISMAL BERLIN—WHERE PAINT AIN'T

DIRTY streets, ill-kept palaces, shabby crowds, and a general air of slovenliness and dejection combine to make present-day Berlin the dowdiest of capitals, or such, at least, is the impression Frank Simonds got, and the impression he sets forth with much detail in *The Review of Reviews*. "Paint is lacking," he says, and the whole place seems "run down at the heel. There is nowhere in the streets anything to recall the crowds of well-drest and smart people one sees in New York, London, or Paris." Moreover—

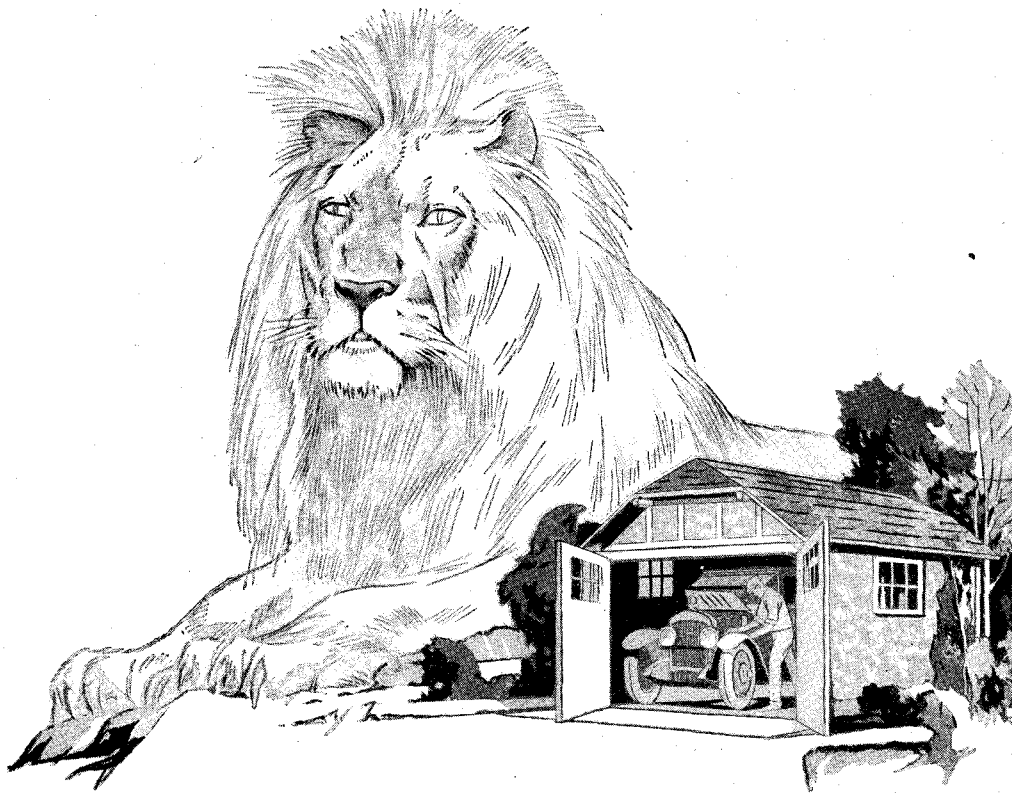
The masses of people whom one sees upon the Berlin streets reveal in their faces the evidences of a strain which is still recent, of anxiety and suffering which—probably not present at the moment—has only begun to disappear in a comparatively recent period. An almost incredible number of children show unmistakable signs of underfeeding still recent, altho in most cases now ended. Between London as I saw it a few weeks ago and Berlin, between Paris of a year ago and Berlin, there is simply no comparison. On the human side, France, much of it during the war and in the first year thereafter, looked like Berlin in its present phase, but never since.

It is only in Berlin and in the ordinary conversations with Germans that one realizes that the number of German people who escaped from the present shadow, if not the grim reality, of comparative starvation, is relatively small. The officials of the Government, the teachers in the schools, those who lived on small but secure incomes from investments, in general the middle class, were suddenly plunged into near-starvation; and for some, but by no means all, there has been and can be no escape. The middle class of Germany has been practically wiped out. Those who had government pensions are now able to live, but for a considerable number there remains only the certainty of extinction.

Beneath the middle class, the working class is in this condition: The cost of living in Germany is very little if at all below the American level; but wages for men with families, and with the relatively large German families, rarely rise above \$6 to \$8 per week. On this wage they must feed, clothe and heat their families; and the result is that a very large number of Germans are still undernourished, lacking in heat, and absolutely unable to buy clothes. The working man, speaking broadly, is getting a wage below or just equal to the cost of living, while at the same time his hours of labor have been in many cases extended from eight to twelve.

The worker puts up with this "because he has just emerged from a condition infinitely worse," and Mr. Simonds observes:

He is better off at the moment than he was twelve or fourteen months ago. But such testimony as comes to me from his



Engine Protection begins in your own Home Garage

WHEN you drive away from your home garage is the oil supply in your engine always at proper level? It should be. Any taxicab or trucking company which keeps records of operating costs will tell you this.

Do you drive away with genuine Mobiloil in your crankcase? A home supply of Mobiloil assures you of always having the right oil.

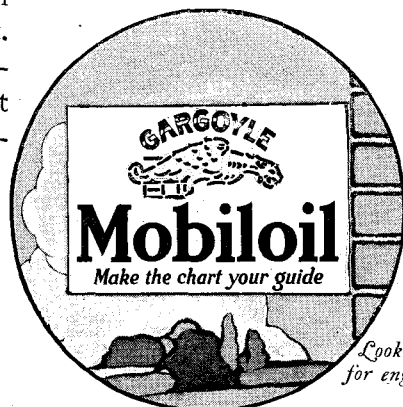
In quality Mobiloil sets a world standard. The Round-the-World Flyers used nothing but Mobiloil throughout their historic flight. Automobile manufacturers almost without exception approve the recommendations in the Mobiloil Chart.

The correct Mobiloil does all that oil can do to as-

sure: Continued full compression, freedom from carbon, quiet operation, maximum mileage from gasoline and oil, engine responsiveness, and long life to costly moving parts.

The dealer who recommends Mobiloil recommends low-cost mileage instead of low-price oil. On his wall hangs the tabulated experience of the Mobiloil Board of Engineers—the complete Mobiloil Chart of Recommendations. Through this Chart the engineers tell him and you the scientifically correct oil for *your* car.

The dealer has the several grades of Mobiloil in containers suitable for your home garage. He is at your service—today.



Branches in principal cities. Address: New York, Chicago, or Kansas City

VACUUM OIL COMPANY

MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargoyle Mobiloil for engine lubrication of prominent passenger cars and motor trucks are specified below. If your car is not listed here, see the complete Chart at your dealer's.

The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc" means Gargoyle Mobiloil Arctic.

Follow winter recommendations when temperatures from 32° F. (freezing) to 0° F. (zero) prevail. Below zero use Gargoyle Mobiloil Arctic (except Ford cars, use Gargoyle Mobiloil "E").

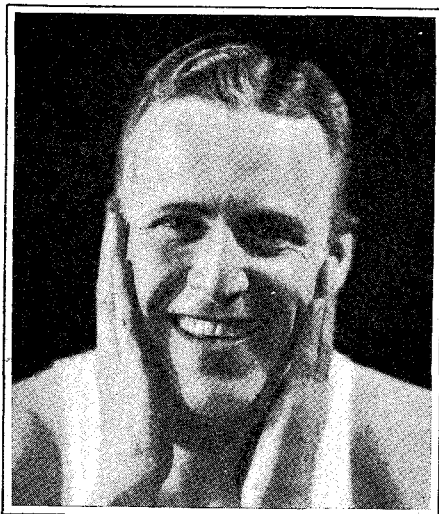
NAMES OF PASSENGER CARS AND MOTOR TRUCKS	1925		1924		1923		1922	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Auburn 6-63, 8-63	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (other mod's.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Autocar.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Buick.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Case.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chalmers.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chandler.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chevrolet FB & T	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (other mod's.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chrysler.....	A	A	A	A	A	A	A	A
Cleveland.....	A	A	A	Arc.	A	Arc.	A	Arc.
Cole.....	A	A	A	A	A	A	A	A
Cunningham.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Davis.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Dodge Brothers.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Dorris 6.....	A	A	A	A	A	A	A	A
Dort.....	A	A	A	Arc.	A	Arc.	A	Arc.
Durant 4.....	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Dusenbergl.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Elcar 4.....	A	A	A	A	A	A	A	Arc.
" 6.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" 8.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Essex.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Federal Knight.....	B	Arc.	B	Arc.	A	A	A	A
" X-2.....	A	A	A	A	A	A	A	A
" (other mod's.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Flint.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Ford.....	E	E	E	E	E	E	E	E
Four Wheel Drive	A	A	A	A	A	A	A	A
Franklin.....	BB	BB	BB	BB	BB	BB	BB	BB
G. M. C.....	B	A	B	A	B	A	B	A
Garford (1 1/4-1 1/2)	A	A	A	Arc.	A	Arc.	A	Arc.
" (other mod's.)	A	A	A	A	A	A	A	A
Gardner.....	A	A	A	A	A	A	A	Arc.
Graham Brothers	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Gray.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Haynes 6.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson Super Six	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jewett.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jordan 6.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" 8.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Kissel 6.....	A	A	A	Arc.	A	Arc.	A	Arc.
Lex'ron Concord	Arc.	Arc.	Arc.	Arc.	A	A	A	A
" (other mod's.)	A	Arc.	Arc.	Arc.	A	A	A	A
Lincoln.....	A	A	A	A	A	A	A	A
Locomobile.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Marmon.....	A	A	A	A	A	A	A	A
Maxwell.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Com'l.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Moon.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Nash.....	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l Quad.)	A	Arc.	A	Arc.	A	A	A	A
" (other mod's.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Oakland.....	A	Arc.	A	Arc.	A	A	A	A
Oldsmobile 4.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" 6.....	A	Arc.	A	Arc.	A	Arc.	A	A
Overland.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Paige (Cont. Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l.)	A	Arc.	A	Arc.	A	A	A	A
" (other mod's.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless 6.....	A	A	A	A	A	A	A	A
" 8.....	A	Arc.	A	Arc.	A	A	A	A
Pierce Arrow.....	A	A	A	A	A	A	A	A
Reo.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Republic (3/4 ton)	A	A	A	A	A	Arc.	A	Arc.
" (1 1/4-19W20W)	A	A	A	A	A	A	A	A
" (other mod's.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Rickenbacker 6.....	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" 8.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Star.....	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Stearns Knight.....	BB	A	B	A	B	A	B	A
Studebaker.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Velie (Cont. Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Hercules Eng.) (2 ton)	A	A	A	A	A	A	A	A
" (other mod's.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Westcott D-48.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (other mod's.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White 15 & 20.....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (other mod's.)	A	A	A	A	A	A	A	A
Wills St. Claire.....	B	A	B	A	B	A	B	A
Willys-Knight 4.....	B	Arc.	B	Arc.	B	Arc.	B	Arc.
" 6.....	A	Arc.	A	Arc.	A	Arc.	A	Arc.

Recommendations for Stock Engines when used in passenger cars only, shown separately for convenience

Continental (Models A-24, W, S, 4, 5K, & 12 KD)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (other mod's.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lycoming (C series & Mod. 25)	A	A	A	A	A	A	A	A
" (other mod's.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.

TRANSMISSION AND DIFFERENTIAL:

For their correct lubrication, use Gargoyle Mobiloil "C," "CC" or Mobilubricant as recommended by complete Chart available at all dealers.



After Shaving— every little drop does six big things

AQUA VELVA IS NEW, but already many thousands of men are using it. Some of these men formerly used nothing on their faces after shaving; others used talcs which absorb moisture that the skin should keep.

Aqua Velva has succeeded because it does all an after-shaving preparation should do. First and most important, it *conserves the skin's natural moisture*. That is what the newly shaven skin needs. Then it does five other big things:

- it tingles delightfully when applied
- it gives first aid to little cuts
- it protects the face from sun and wind
- it prevents face shine
- it delights with its man-style fragrance

Use Aqua Velva a few times. See how it keeps your face like velvet all day long,—just as Williams Shaving Cream leaves it.

We'll send a 150-drop test bottle FREE for you to try. Use coupon below or postcard.

The large 5-ounce bottle at your dealer's is 50c. (60c. in Canada). Costs almost nothing a day—only a few drops needed. By mail *postpaid on receipt of price if your dealer is out of it.*

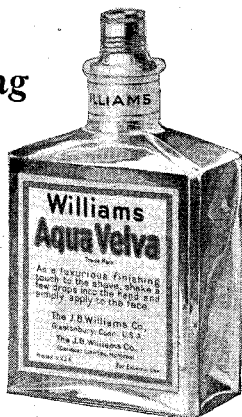
Williams Aqua Velva

for use
after shaving

By the makers of
Williams Shaving
Cream

For free test bottle

Address:
The J. B. Williams Co.,
Dept. 24-B, Glaston-
bury, Conn. (If you live
in Canada, address The
J. B. Williams Co., St.
Patrick St., Montreal)



Send free test bottle of Aqua Velva

PERSONAL GLIMPSES

Continued

spokesmen all agree in the main that he is still underfed, inadequately clothed, and just on the ragged edge of actual privation.

In the process of my investigation I went to the north of Berlin, to one of the bad quarters, and penetrated to many tenements and into a few of the rooms in which people were living under unbelievable conditions. I was under the direction of the city charity organization, the municipal authorities, and I dare say I was shown the worst. Possibly what I saw was extreme rather than typical. But I must say that for a year and a half I once lived in the East Side of New York and investigated tenement conditions, and never saw anything like the crowding of human beings, of whole families, into single rooms. Such habitations as are used in large numbers would be condemned out of hand in any American city as totally unsanitary; but such condemnation in Berlin is out of the question because there has been no considerable building.

My guides assured me that the moral conditions were unspeakable and that the deterioration and disintegration were almost unbelievable, which I can credit, having seen the circumstances. I am anxious to avoid too wide generalities based upon a limited number of cases; but, apart from the authorities, I had made small efforts in investigation before on my own hook and had come to the conclusion that things were much worse in Berlin than I had ever seen in the slums of New York.

Mr. Simonds is not overlooking the fact that "in a few hotels one meets a number of Germans who are spending money with great freedom, giving every sign of wealth and serving to supply a basis of accuracy for all the reports of the presence of wealth and the existence of extravagance." But—

The number is very limited, the crowds are relatively small. One explains that they are made up of the war profiteers, who exist, but not in thousands or millions.

At all events, the net impression is of a city which, save in a very limited area and with respect of a small number of people, still shows to an impressive degree the evidences of well-nigh universal suffering which extended down to the fact of hunger. I have talked with scores of people of the educated classes, who had known comfort and comparative luxury before the war and even up to the inflation period, who described the plight they found themselves in for months during the inflation crisis, following the long but on the whole less acute strain of the war itself.

I have myself seen a great deal of the misery caused by the war in France during and after the struggle, and have spent much time in the devastated areas. I am not trying to establish the idea that German suffering has been unique, disproportionate, or anything of the sort. I am not even here opening the question of the responsibility for the later and more acute agony of the inflation period, which may be rightly ascribed to the action of German statesmen and financiers themselves, as is so often asserted.

But the fact which seems to me of enormous importance in looking to the future of Germany is to recognize that suffering has been almost universal, that it has been

acute, and that the consequences of the war miseries are to-day more evident in Berlin than in any other war capital I know about. In estimating what the Germans think now and will think hereafter about war, one may at least be sure that they will have to think of it not as a joyous adventure promising cheap profits but in the terms of their last experience which, in some of its worst consequences, has remained with them for more than ten years and has written its stamp upon the faces of millions of people.

To those who, like myself, believe the responsibility if not the guilt for the war rests with Germany mainly, it would be certainly an example of unfair discrimination to see the German people escape with little or no experience of the evil consequences of war. To others better qualified to judge than am I, it would seem unfair for the Germans to have evaded reparations by the methods used; but what I am here anxious to make clear, without reference to controversial or wartime issues, is something of the degree and extent to which the Germans have suffered and are still suffering by the millions.

On the other hand, it is essential to make clear that there is common agreement in the assertion that the worst is over, that in the main the most intolerable conditions have disappeared. The stabilization of the mark has restored a measure of security, abolished the total madness and fantastic hideousness of the inflation period. If many people are not paid a living wage yet, and if the cost of living is almost incredibly high, yet the mark does have a face value and a value to-morrow equal to that of to-day.

Conditions are improving, or in a way to improve, and the turn for the better is to some degree reflected in the feelings of the people. Reading on—

Fourteen months ago, I am told, Germany was plunged in the deepest and well-nigh universal despair. Such is not the case now. Life is beginning to reassert itself and, as everywhere in the world, it is returning with a degree of excess. People who earn relatively little still spend it with unbelievable prodigality. If you want a picture of a Germany indulging in feast and dance mightily, you can find it, altho it is by no means as gay in Berlin now as it was in Paris or London in 1922, let alone at the present time.

Yet on the whole the luxury side is rather a poor show, and the people who are spending are an insignificant minority. Save in a few corners Berlin is a sad, somber, depressing city, frightfully expensive, for the tourist frankly dull. But for the student of war and its consequences, of revolution and its effects, it is enlightening beyond anything in my own experience outside of the battle areas.

Even the traffic in the streets is astonishingly small by comparison with London or New York, and the American at least is amazed at the number of horse-driven carriages and wagons which are still to be seen. As for automobiles, with the memory of Fifth Avenue at five o'clock in mind, Unter den Linden seems positively deserted and as an evidence of the fact, regulation of motor traffic is only just beginning on what we would consider metropolitan lines. In this respect at least, Berlin is, if not a "one-horse town," at least a horse town.

I should, perhaps, add that by comparison with Washington, London, or Paris, Berlin is a city without uniforms. Once you get accustomed to the police,

Start May First

LAST year two and a half million babies were born in the United States—our future citizens—the men and women who are to be entrusted with the affairs of tomorrow. Precious as these little lives were, not only to their parents but to the country itself, one out of every thirteen died before its first birthday.

This tragic waste of human material must be checked. A gigantic plan is under way to bring this about. Every mother and father, everyone in America who loves children and his country, is asked to help.

May Day, which has always been one of the banner days of childhood with its picnics, its gayly-ribboned May-poles and its fun, is hereafter going to be a momentous day for our boys and girls. It will be known everywhere as National Child Health Day, a permanent American institution, a day for community stock-taking of child-health conditions.

May-Poles—Symbols of Health

When you see the May-poles, think of them as symbols of sound health for children.

All over the country hundreds of thousands of men and women are planning to make May Day memorable in the history of our nation. Members of religious, business, fraternal, patriotic, labor and other organizations are working to make Child Health Day a success.



Herbert Hoover's Plea

The purpose of the May Day Celebration is to focus attention upon our most precious national asset—our children * * *

The ideal to which we should drive is that there should be no child in America that has not been born under proper conditions, that does not live in hygienic surroundings, that ever suffers from undernutrition, that does not have prompt and efficient medical attention and inspection, that does not receive primary instruction in the elements of hygiene and good health.

It is for the reiteration of this truth, for the celebration of it until it shall have become a living fact, that we urge all people of good will to join in the celebration of May Day as Child Health Day.

Herbert Hoover

There will be celebrations and festivals, public gatherings and speech making. Stores from coast to coast will have special window displays calling attention to Child Health Day. Business concerns,

mills and factories will have important health demonstrations.

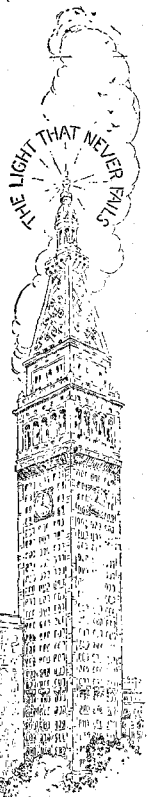
The men and women who are working for an improvement in child-health are painting a vision which shall and must be made real. They are working for more sanitary school buildings, more thorough health inspection in schools and better playground facilities. They are taking steps to safeguard the right of every child to reach maturity in good condition physically, mentally and morally.

Find out what your community is doing to celebrate May Day. Let's not have a slacker town or city in all the country.

Every Home a Health Center

Have your boys and girls physically examined at least once a year. See that they eat the right body-building food. Make certain that they play every day in the fresh air, sleep long hours with open windows and establish healthy body habits. Give them buoyant joyous health. Endow them with strong, sturdy bodies.

But remember that the dreams you dream on May First and the plans you make must be carried out every day in the year to give your children the best possible chance in life.



There are upward of 35 million children in the United States who are subject to dangers in many communities by failure of community safeguards. In some sections of the country impure water and impure milk are supplied. In other communities inadequate provisions for health inspection are made. Again, too few playgrounds are opened or too many children are permitted by law to be at work in factories when they should be in school. Three out of four children are suffering

from some physical defect which might have been prevented or corrected. At least three million of our children, probably more, fall so far below the normal standard of weight that their condition demands immediate recognition and attention.

Six countries have lower infant mortality rates than the United States. There are many countries which lose fewer mothers in childbirth.

We need more prenatal and maternity care and instruction; closer supervision of

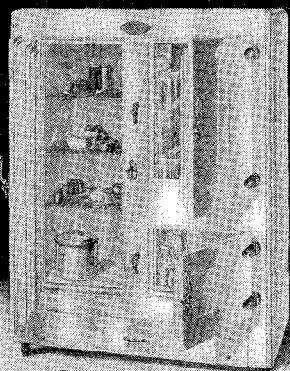
health in schools; nutrition classes; more playgrounds and a wider system of public health measures.

The New May Day brings a plea for safeguarding the welfare of our children. The Metropolitan Life Insurance Company has published a booklet, "The Child", which is a guide and help to mothers. It will be mailed free, to anyone who asks for it, together with a Child Health Day program prepared by the American Child Health Association. HALEY FISKE, President.

Published by

METROPOLITAN LIFE INSURANCE COMPANY—NEW YORK

Biggest in the World, More Assets, More Policyholders, More Insurance in force, More new Insurance each year



Genuine Porcelain Enamel, Inside and Outside

BOHN
SYPHON REFRIGERATOR

THE ability to preserve in wholesome goodness even most perishable foods, is found in a superlative degree in this new Bohn syphon refrigerator. (The clean lustre of crystal-white porcelain, inside and out, combined with the efficient Bohn syphon system, assures the modern housewife of healthful refrigeration.

Adopted by the Pullman Company; every dining car on all railroads is equipped with Bohn syphon refrigerators and is a rolling testimonial of unsurpassed efficiency.

Bohn Refrigerator Company
Saint Paul, Minnesota

Retail Salesrooms in the following cities:
New York—5 East 46th Street
Boston—246 Boylston Street
Chicago—Washington Street and Garland Court

PERSONAL GLIMPSES

Continued

whose clothes are a bit more martial than those of the New York "cop" or a London "bobby," then the absence of uniforms is almost complete. And in the same way one notes the absence of flags. Only once since I have been here has there been any display of flags on public buildings, and that was when they were shown at half-mast in honor of the dead of the Dortmund mine disaster.

Flags, uniforms, everything that suggested the old order and the ancient display have disappeared. The palaces have been turned into relief headquarters or stand desolate and deserted. It is easier to think of Louis XVI in the Tuileries than of William II in the brown and gloomy palace which faces the cathedral on Spree Island—the palace from whose balcony, less than eleven years ago, the Kaiser made his declaration to his people on the war already actually beginning.

Summing up his observations, Mr. Simonds says,

I do not pretend to know what is in the hearts and minds of the people one sees in the crowded streets, but one has the impression that they are thinking more of food and clothes and prices than of vanished royalty and other less immediate problems. They seem unmistakably a beaten people with a present sense of defeat and helplessness.

MME. TUSSAUD'S SURVIVES THE FIRE

WAXEN murderers and waxen monarchs shared the perils of fire the other day at Madame Tussaud's in London, but it seems that the famous institution has not been extinguished along with the flames, and various writers are now helping to make its future secure by advertising its past. In an account of the establishment, written for the *New York Times*, by R. Le Clerc Phillips, we read that "for twenty-five years it has been beloved of princes and country bumpkins on a week-end trip to town, of foreign potentates and native statesmen drawn by the desire to see themselves reproduced in wax, of historical students, tourists, and children of all nationalities. The dark red brick building in the Marylebone Road has been for the last forty years a familiar landmark to sightseers in London, and, to the rising generation of Britons, possibly the best beloved of all." In the *Outlook*, P. W. Wilson writes of the days when Madame Tussaud's waxworks first became a national institution. As he remarks:

There were then no Sunday supplements. The camera, as we have it, was unknown. And yet people wanted to see the great as the great actually appear in real life. In the Islip Chapel of Westminster Abbey there are still preserved the waxworks made of monarchs when they died. Madame Tussaud gratified this taste. Let any man get into the headlines, and his head would be reproduced. With unerring skill, the Old Lady specialized on monarchs and murderers. And for many decades the supreme reward of a man about to be hung

was the knowledge that his crime had been sufficiently ingenious or atrocious to win him immortality in the Chamber of Horrors. For in Madame's Exhibition there was never anything that was in the slightest degree improper; every celebrity appeared in full quota of furs and frills. But you hadn't to be squeamish over racks and thumb screws. Instruments of torture were fully illustrated, and (H)arriet clung the closer to her (H)arry when, for an extra sixpence apiece, they peered into the dread mysteries of medieval jurisprudence. At movies which tell of the Tudors you are assured of the same thrill. Mark Twain and the "Ingoldsby Legends" also touched these tender nerves. The mature who already slept badly avoided the Chamber of Horrors, but children loved the place, and lovers only squeezed each other's hands the more tightly. They became excruciatingly affectionate.

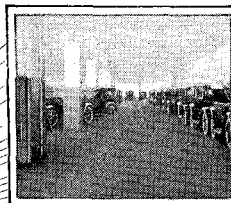
Of Madame Tussaud herself, Mr. Wilson tells us:

It was in 1760, and at Bern, that little Marie Gresholtz was born; and she lived for ninety years. She was the Claire Sheridan of her day, a girl who could model portraits, in which art she instructed Madame Elizabeth, sister of Louis XVI. Adopted by her uncle, M. Curtius, she came into daily contact with Voltaire, with Rousseau, with Mirabeau, and last, but not least, with Benjamin Franklin. And when the Revolution broke out, her uncle's "Museum of Wax Models," on the Boulevard du Temple, was raided and the effigies were paraded through the streets, clad in crape. At the fall of the Bastille, Marie joined the crowds which thronged the dungeons. Her foot slipped, and a gentleman saved her from falling. "It would be a pity," he said, "if so young and pretty a patriot should break her neck in so horrid a place." Her savior's name was Robespierre. She detested him, but repeated his compliment in her memoirs.

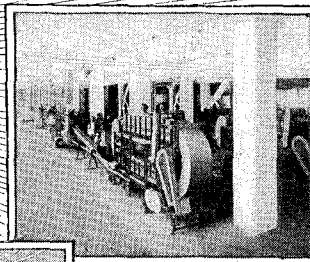
So with Marat, whom Madame Tussaud describes as "the most ferocious monster that the Revolution has produced." For some reason, Marat, wishing to conceal himself from the King's officers, found a refuge for a week with young Marie's uncle and guardian. Marie learned to hate him, but carefully records his flattering adieu. And when Marat was murdered in his bath by Charlotte Corday, Marie's heart leaped with delight when two gendarmes called and requested her, firmly but politely, to take a cast of the dead man's countenance.

With Madame Tussaud it was ever like that. In the hunt for history she was usually in at the death. When Marie Antoinette was beheaded, Marie fainted; but in due course she bought the guillotine from Executioner Sanson's grandson. When the Swiss Guards fell, defending the Tuileries, she was grieved at the loss of three half-brothers and two uncles. But she turned her bereavement into publicity. And when her turn came for imprisonment she was careful to note that among her companions were a certain Josephine Beauharnais, afterwards Empress to Napoleon, and her daughter Hortense, in due course to be Queen of Holland and mother of the Emperor Napoleon III. Madame Tussaud was thus the one personality whom the Revolution at once ruined and enriched. She capitalized her very perils.

Her exhibition was first opened at the Lyceum Theater in the Strand, a house "long associated with the name of Sir



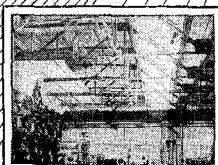
PACKARD MOTORS CO.



POSTUM CEREAL CO., INC.



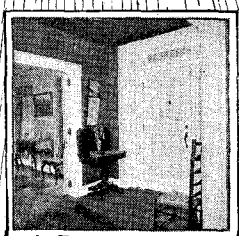
CARTER UNDERWEAR CO.



WARREN WRITING PAPER CO.



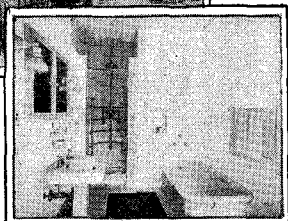
ST. JOHN'S HOSPITAL, ST. LOUIS



HOME



CALUMET BAKING POWDER CO.



HOME

6 things to know about Barreled Sunlight for interior painting

1. Possesses a soft lustre peculiar to itself.
2. Easy to apply by brush or spray.
3. Requires fewer coats than enamel.
4. Can be tinted any color.
5. Washes like tile.
6. Guaranteed to remain white longer than any gloss paint or enamel, domestic or foreign, applied under the same conditions.

Wherever there are white interiors

This lustrous washable paint keeps them white longer!

IN up-to-date industrial and business interiors all over the country—

In thousands of American homes—

Wherever there are white interiors—Barreled Sunlight is today the standard finish.

The smooth, lustrous surface of Barreled Sunlight will not allow dust and dirt to sink in. When soiled, it can be washed with soap and water as easily as white tile. Furthermore, *washing will not wear through Barreled Sunlight.*

* * *

Made by our special Rice Process, we can actually guarantee that Barreled Sunlight will remain white longer than any gloss paint or enamel, domestic or foreign, applied under the same conditions.

It contains no varnish, is easy to

apply, costs less than enamel, and requires fewer coats. A single coat is generally sufficient over a previously light painted surface. Where more than one coat is required, use Barreled Sunlight Undercoat first.

Barreled Sunlight is sold in cans from half-pint to five-gallon size—and in 55-gal. and 30-gal. churn-equipped steel drums. It can be easily tinted.

Sold by leading dealers.

Ask your dealer or send the coupon below for a sample can, containing enough Barreled Sunlight to paint a bathroom cabinet, shelf, mirror frame, etc., or any similar article.

U. S. GUTTA PERCHA PAINT CO.

Factory and Main Offices
23-B DUDLEY STREET PROVIDENCE, R. I.

New York—Borden Bldg.
Chicago—655 Washington Blvd.
San Francisco—36 O'Farrell St.
Distributors in all principal cities
Retailed by over 5,000 dealers

Save the surface and you save all the money

Barreled Sunlight

WHITE · SMOOTH · LUSTROUS · WASHABLE

U. S. GUTTA PERCHA PAINT CO.
23-B Dudley Street, Providence, R. I.

Enclosed find ten cents for sample can of BARRELED SUNLIGHT to be mailed post paid. I am interested in Barreled Sunlight for

Check

- ☐ Industrial Plants
☐ Commercial Buildings
☐ Homes

Name

Address

Play Safe with the money you carry in your pocket

More than a million people in the United States last year made over \$300,000,000. of the money they carried about with them safe against loss or theft through the use of Travelers Cheques.

\$30,000,000. of these cheques were used by *non-travelers* in the United States.

\$150,000,000. were carried by tourists, motorists and business men and women traveling in this country.

\$120,000,000. were sold for use in travel abroad.

And this security cost a mere pittance compared with the comfort and the helpful personal service rendered thru

American Express Travelers Cheques

The reason is plain why the great bulk—60%—of all travelers cheques sold last year were used in the United States. Lawlessness is not decreasing. Petty pilfering and banditry are exacting their appalling toll from those who carry "easy money"—traveler or non-traveler. Insured money in the pocket is as necessary on the streets of our cities as it is in traveling abroad. People are *playing safe* with their wallets. They are using travelers' cheques.

AMERICAN EXPRESS Travelers Cheques have a double insurance value. Not only do they protect actual funds, wherever carried, but they insure the traveler against the many worries, uncertainties and misgivings that all people encounter when away from home.

At nearly 30,000 points in the United States are friendly offices manned by men trained to help those who carry American Express Travelers Cheques. No traveler need have any uncertainties in an express office, whether in Europe, South America, the Far East, or in the United States. "American Express," to its travelers cheque holders, is a byword of *personal service*.

Issued in \$10., \$20., \$50., and \$100. denominations—American Express Travelers Cheques cost only 75c per \$100.

FOR SALE AT 22,000 BANKS
AND EXPRESS OFFICES

Secure your steamship tickets, hotel reservations
and itineraries; or plan your cruise or tour
through American Express Travel Department.

American Express Travelers Cheques

PERSONAL GLIMPSES

Continued

Henry Irving," as Mr. Wilson reminds us, and—

In due course, it was permanently established at Baker Street, in north London, where the recent fire occurred. It developed into much more than a show of waxworks. With her usual shrewd intuition, Madame Tussaud realized that which interests people in a museum, as in a church, is the personal relic. She had an astonishing way of picking up these titbits, and especially titbits stained with blood. The counterpane under which Napoleon died at St. Helena—to give one instance—was thus stained during his autopsy. A convenient assassination spoiled the last shirt worn by King Henry IV of France and Navarre. Robespierre is pleasantly remembered by his pistols and rapier. It was thus the calamities of the great that furnished Madame Tussaud with the best of her raw material. She liked her protégés to come to a bad end. Take General Gordon. While Queen Victoria might have his Bible, Madame Tussaud secured the harness of the camel on which he took his last ride to Khartum, which did almost as well. Her specialty was Napoleon. She displayed him in his greatness, acquiring his uniform as First Consul, his and Josephine's actual coronation robes, and a great bust by Thorwaldsen. But all this was merely the prelude to Napoleon's flag at Elba, to the carriage in which he fled from Waterloo, and the little phaeton that he used at St. Helena—survivals that complimented the British patriot. So with Napoleon III. In the fatal year, 1870, the Emperor visited Metz. There he was presented with ornamental keys of the fortress, which, ceremonially, he returned to the authorities. When the Germans captured Metz, they tried to find those ornamental keys, but failed. The keys, however, turned up later at Madame Tussaud's! The Old Lady's children had not lost her cunning.

Not that the Old Lady of Baker Street dealt solely with the disappointments of God's anointed. As a contrast to the rosary of Mary Queen of Scots and the well-thumbed atlas of Napoleon, to say nothing of the cravat worn on the scaffold by King Charles I, we used to look at more cheerful curiosities—the oriental costume which disguised Sir Richard Burton when he risked his skin at Mecca, Voltaire's reading chair, the sword and uniform of King George III, Mendelssohn's razor and strop, the Empress Frederick's slippers, and etchings by Queen Victoria.

As Mr. Phillips reminds us,

Madame Tussaud was succeeded by her son, grandson, and great-grandson. Of John Theodore Tussaud, born 1859, the invaluable "Who's Who" records that at the age of fourteen years he began to study waxworks under his father. His first model was, quite suitably, that incorrigible scapegrace, King Milan of Serbia, dated 1873. Since then he has "contributed to the Exhibition several hundreds of portrait models of the most eminent personages of the period, representing a unique and reliable record of famous men and women of the day." Indeed, his work has been admitted to the Royal Academy. And anybody who wanted to make sure of what color melted in Queen Alexandra's eyes or radiated from Madame Patti's coiffure need only consult Tussaud.

However, Mr. Phillips finds waxworks anything but satisfactory "records," and he goes on to remark:

Not wax, but celluloid, now celebrates the famous. Instead of a Tussaud, we need a library of films and gramophone records—entirely fireproof. For a portrait to-day must be either a photograph or much more than a photograph. And the waxwork is neither. The true sculptor uses his subject merely as inspiration for his own greater art. The waxworker has no art outside the distinction of his subject. He is the journalist of the plastic profession. And as the journalist produces, not literature, but newspapers, so does the waxworker produce no more than near-statuary. Occasionally he may, like the journalist, hit off what will or should last for all time. Frequently his fingers, tho molding wax, yield a worthier result than the Academician's chisel, with its impact on stone. It is so with the pen. Few books are as well written as most editorials. But over editorials none the less there lies the blight of a fatal facility. One day's weather reduces them to thin air.

For a waxwork attempts too much. You may have color without contour, as in a painting; or you may have contour without color, as in a statue. But contour plus color, as in a waxwork, transgresses the conventions. Even in Egypt the colored effigy was formal, not realistic; in fact, a decoration. The Tussauds tried, not so much to interpret the human face, as to reduce it to a forgery. Between the reproduction and the original you were not to tell the difference.

A COUNTRY LAWYER BECOMES ONE OF THE WORLD'S OIL KINGS

WHEN Edward L. Doheny—who has been a storm center in all the oil-scandal discussions for a year or more—gave up his holdings in the Pan-American Petroleum Company, another no less spectacular figure took control. It is Robert W. Stewart, already head of the Indiana Standard Oil Company, who is generally credited with being the chief engineer of the deal which united Pan-American, Indiana Standard and British-Mexican interests into the third largest oil business of the world. And it is the same "Bob" Stewart who, it is predicted by newspaper men familiar with Wall Street gossip, will be the real brains of the new concern. A New York *World* writer describes this former football player, "Rough Rider" and country lawyer as "an aggressive business leader of the old school." But Robert T. Small, in a Consolidated Press dispatch, insists that "Colonel Bob is not an oil man of the old school; he is the improved 1925 model." According to Mr. Small:

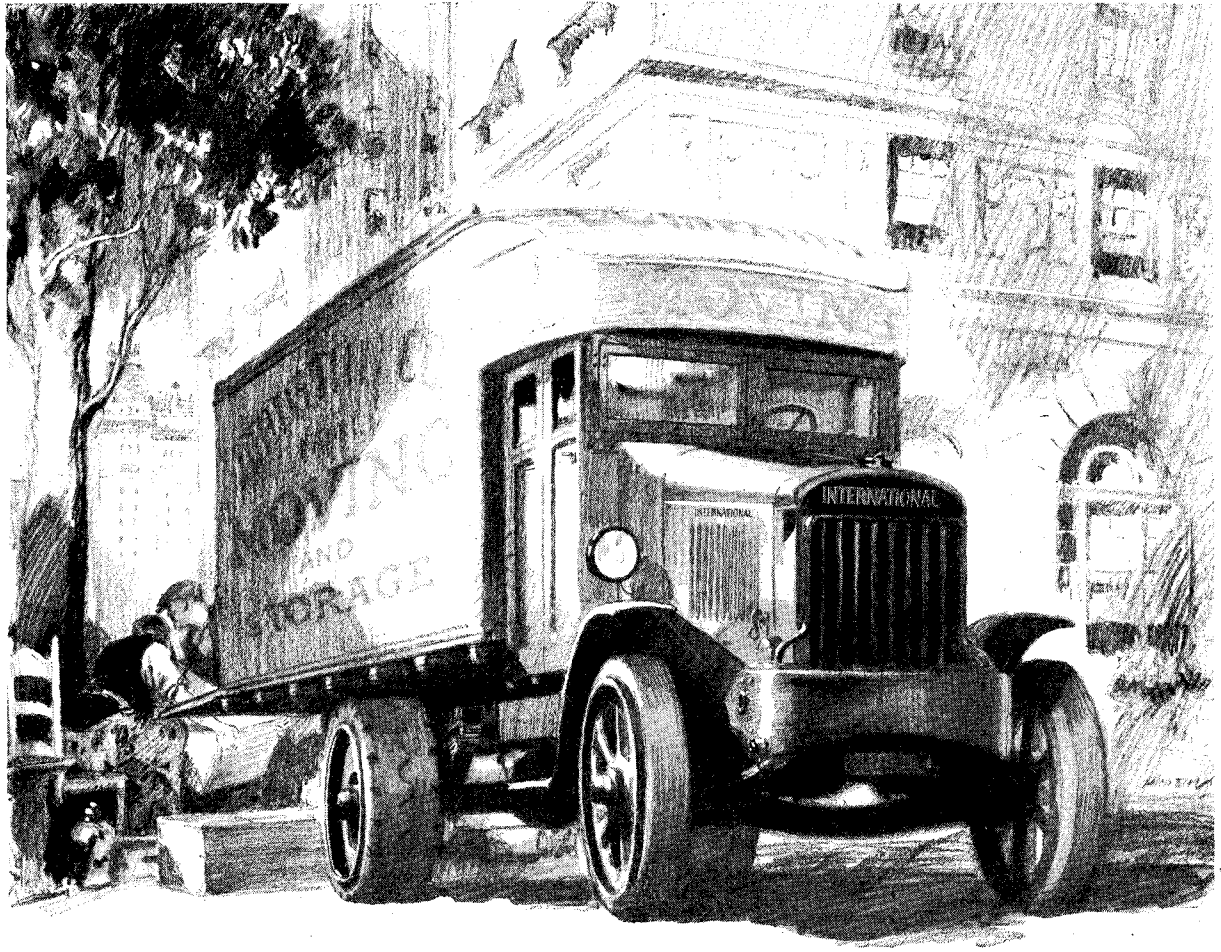
Colonel Stewart is a man of massive physique. He is big enough to play center rush against Attorney-General "Gary" Sargent, who stands either six foot six or six foot three—there is a discrepancy of three inches in the reports of the surveyors. And Colonel Stewart was a football player in his college days, too, tho it is not recorded that he ever fell on a ball and exploded it.

Col. Bob Stewart is an interesting figure

Three great factories are devoted exclusively to the manufacture of International Motor Trucks. There are 105 direct company branches—the largest company-owned truck service organization in the world—located in the following cities:

Aberdeen, S. D.
Akron, Ohio
Albany, N. Y.
Amarillo, Tex.
Atlanta, Ga.
Auburn, N. Y.
Aurora, Ill.
Baltimore, Md.
Billings, Mont.
Birmingham, Ala.
Bismarck, N. D.
Boston, Mass.
Buffalo, N. Y.
Cedar Falls, Iowa
Cedar Rapids, Iowa
Charlotte, N. C.
Chattanooga, Tenn.
Cheyenne, Wyo.
Chicago, Ill. (3)
Cincinnati, Ohio
Cleveland, Ohio
Columbia, S. C.
Columbus, Ohio
Council Bluffs, Iowa
Dallas, Tex.
Davenport, Iowa
Dayton, Ohio
Denver, Colo.
Des Moines, Iowa
Detroit, Mich.
Dubuque, Iowa
Duluth, Minn.
East St. Louis, Ill.
Eau Claire, Wis.
Elmira, N. Y.
El Paso, Tex.
Evansville, Ind.
 Fargo, N. D.
Fort Dodge, Iowa
Fort Wayne, Ind.
Fort Worth, Tex.
Grand Forks, N. D.
Grand Rapids, Mich.
Green Bay, Wis.
Harrisburg, Pa.
Helena, Mont.
Houston, Tex.
Hutchinson, Kan.
Indianapolis, Ind.
Jackson, Mich.
Jacksonville, Fla.
Kankakee, Ill.
Kansas City, Mo.
Knoxville, Tenn.
Lincoln, Neb.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Madison, Wis.
Mankato, Minn.
Mason City, Iowa
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Mishawaka, Ind.
Nashville, Tenn.
Newark, N. J.
New Orleans, La.
New York, N. Y.
Ogdensburg, N. Y.
Oklahoma City, Okla.
Omaha, Neb.
Parkersburg, W. Va.
Parsons, Kan.
Peoria, Ill.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Quincy, Ill.
Richmond, Ind.
Richmond, Va.
Rochester, N. Y.
Rockford, Ill.
Saginaw, Mich.
St. Cloud, Minn.
St. Joseph, Mo.
St. Louis, Mo.
Salina, Kan.
Salt Lake City, Utah
San Antonio, Tex.
San Francisco, Calif.
Sioux City, Iowa
Sioux Falls, S. D.
South Bend, Ind.
Spokane, Wash.
Springfield, Ill.
Springfield, Mo.
Terre Haute, Ind.
Toledo, Ohio
Topeka, Kan.
Watertown, S. D.
Wichita, Kan.
Winona, Minn.

In addition to these company branches more than 1500 dealers, in as many communities from one end of the country to the other, are ready to serve International owners.



The truck serves you— we serve the truck

IN YOUR purchase of a motor truck the one big factor in determining your choice is the amount of service you believe you will get out of the truck for the money you invest in it. That should be the biggest factor.

But remember, the service you receive from your truck depends upon the service the manufacturer built into it, and upon the service the truck itself receives when it is serving you.

International Trucks have been built for twenty years by an institution whose

products have had a world-reputation for service for almost a hundred. And International Trucks have at their service the largest company-owned truck service organization in the world.

The one hundred and five company branches listed here are scattered from coast to coast—the farther you go from one the nearer you get to another. These branches and over 1500 dealers insure to International owners everywhere all the service from these trucks that the Harvester Company has built into them.

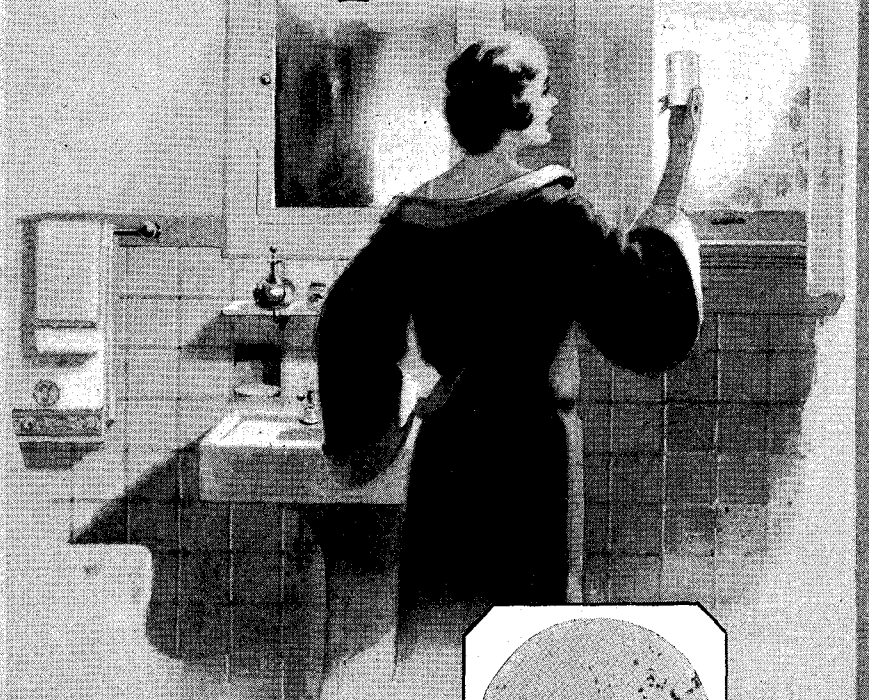
The International line includes a Speed Truck for 2000-pound loads, Heavy Duty Trucks ranging from 3000 to 10,000 pounds, maximum capacities, and Motor Coaches for all requirements.

INTERNATIONAL HARVESTER COMPANY
OF AMERICA
606 SO. MICHIGAN AVE. (INCORPORATED) CHICAGO, ILL.

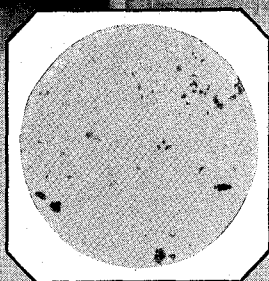
INTERNATIONAL HARVESTER TRUCKS

F O R L O W - C O S T H A U L I N G

It looks pure — is it?



To the naked eye this water looks clear and healthful. Note how the microscope picks out particles of rust and sediment in a drop of water delivered by rusting pipe (Enlarged 100 times.)



Minute specks of iron rust signal trouble ahead — rust-clogged pipes, a diminishing flow, brown-stained water and leaks. The result will be annoyance, costly repairs and finally—a new water system.

Anaconda Brass Pipe cannot rust. Install it in the first place and you will always be sure of a supply of clear, clean water at full service pressure from every faucet in the house.

Yet, installed in the average \$15,000 house, this protection to the health and comfort of your family costs only about \$75 more than corrodible pipe.

Let us send you "Ten Years Hence"

THE AMERICAN BRASS COMPANY

GENERAL OFFICES: WATERBURY, CONNECTICUT

Offices and Agencies in Principal Cities

Canadian Mill: ANACONDA AMERICAN BRASS LTD.

New Toronto, Ont.

World's foremost manufacturers of Copper, Brass,
Bronze and Nickel Silver

ANACONDA BRASS PIPE

Installed by leading Plumbing Contractors

PERSONAL GLIMPSES

Continued

because he represents among other things a new trend. He is the lawyer in industry. One hears much from time to time of the oil-driller or rigger or prospector who comes to head a great petroleum combine. But Bob Stewart, up to the time he became head of the colossal Standard Oil of Indiana, had never had a day of practical oil experience. Modern industry is becoming more and more complicated. It is coming to have more and more dealings with courts and governments and the lawyer who can steer the craft clear of all legal reefs and rocks, has the chance at last to become more than a mere adviser. The highest of the executive positions are open to him.

Colonel Bob went with the Standard of Indiana as general counsel. He was imported from South Dakota to Chicago for the job. That was as recent as 1915. Three years later the lawyer from the plains was made chairman of the board. Now ordinarily the chairman of the board in a big corporation is a man grown old in the service and promoted from the presidency out of active work. In the Standard of Indiana the chairman of the board is the whole works. And as for activity, well, Colonel Bob is given credit for starting and finishing this entire Doheny deal.

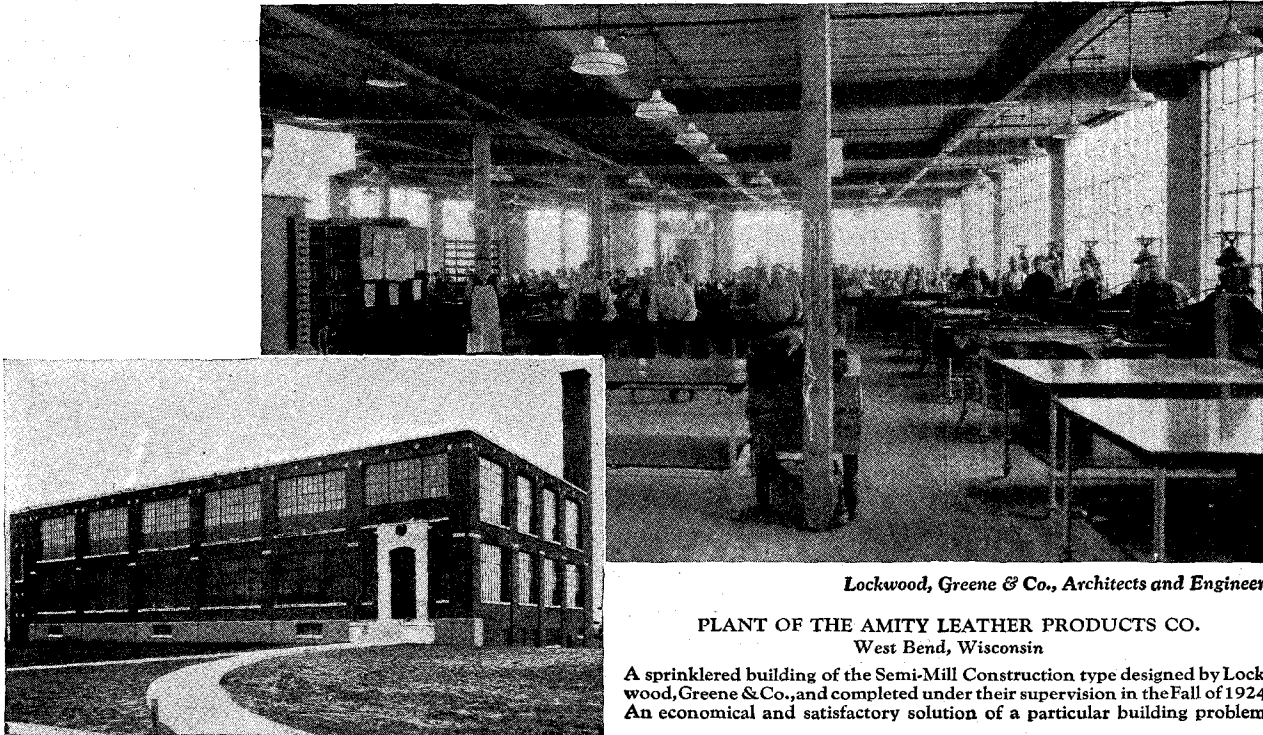
Born in Iowa, Colonel Bob went to South Dakota to fight for success in the new country. He went via the law school of Yale University after having first been graduated from Coe College in his native State. He was struggling along at the law out in Dakota when the Spanish War happened along. It also happened that Leonard Wood and Theodore Roosevelt were organizing a regiment of "Rough Riders." That suited Bob Stewart down to the ground. He enlisted as a private. His success in the regiment was instantaneous. He could ride and he could shoot, he could fight and he knew nothing of the hesitation which in the soldier is fatal. He was another "Fighting Bob," ready for a fight or a frolic. Needless to say he made a great hit with "T. R." and when the war was over Bob Stewart was wearing the insignia of a major. Returning to South Dakota he was asked by the Governor to reorganize and preside over the National Guard of the State. That is when he got his title of Colonel, which has stuck to him ever since.

While out in Dakota Colonel Stewart served as State's Attorney, as Supreme Court reporter and as a member of the State Senate.

His law business prospered. Many corporations sought his services. Among them was the Standard of Indiana. The International Harvester was another. The end was inevitable. Colonel Bob was gobbled up by the awful oil octopus, and to-day he sits in the seats of the mighty—one of the dominant oil men of the world.

Reared away from Wall and State streets, Colonel Bob imbibed some progressive ideas out there in the purple West. He took these ideas with him into the Standard. He believed in popular ownership, and that is why under his chairmanship the number of stockholders in his company has increased from 4,500 to 50,000. He also has put into effect an industrial plan whereby the employees of the company have a voice in the matter of wages, working hours, conditions and everything affecting their welfare. More than 15,000 employees of the company are stockholders.

→ Before you build a Factory or Warehouse - see Weyerhaeuser ←



Lockwood, Greene & Co., Architects and Engineers

PLANT OF THE AMITY LEATHER PRODUCTS CO.
West Bend, Wisconsin

A sprinklered building of the Semi-Mill Construction type designed by Lockwood, Greene & Co., and completed under their supervision in the Fall of 1924. An economical and satisfactory solution of a particular building problem.

Flexible-Efficient-Economical

How the Engineers met the Building Requirements of the Amity Leather Products Company.

The Problem:

- Modern manufacturing plant.
- Permanent construction and low upkeep.
- Largest floor space per dollar invested.
- Attractive exterior—an effective advertisement for the Amity Company.
- Fire safety.
- Maximum daylight.
- Flexible provision for rearrangement of conveyors and electric wiring conduits.
- Adaptability to any type of light manufacturing, giving the building ready sales value.

Recommendations by

Lockwood, Greene & Co.
Architects and Engineers

"Consideration of economy in construction, speed of erection, flexibility and general adaptability led us to recommend mill construction for this building.

"The building was erected with typical brick piers, these being reduced to a minimum by the use of steel lintels over the large windows, the interior construction consisting of Douglas Fir columns and beams with plank floor. The

wearing floors in the two upper stories are factory grade maple.

"This building is modern in every respect, and complete with all service equipment, including unit heaters, an elevator, a fire protection system and a very complete electric installation. In so-called "fireproof" construction, with the same equipment, we estimate it would have cost at least 10% more to construct."

* * *

Appreciation by

Mr. Robert Rolfs
President of the Amity
Leather Products Co.

"The mill construction building which Lockwood, Greene & Co. designed for us meets the requirements we laid down in every particular. We have the further satisfaction of knowing that we have a thoroughly modern plant at a minimum of cost. We saved not only on the investment cost, but will show further annual savings in insurance, carrying charges and taxes."

* * *

THE Amity Leather Products Company's experience will suggest to many business executives the advisability of looking into "Mill Construction" before proceeding with their building operations.

By this we do not imply that "Mill Construction" is adaptable to all industrial buildings.

Just when "Mill Construction" should be used is a question to be decided on its merits in each individual case. It is the function of the architect or engineer to advise on this matter.

In extension of its program of service to American industry Weyerhaeuser has available an expert Construction Engineer for consultation on problems of this character with owners, architects and engineers. This service is rendered without charge or obligation.

The Douglas Fir Mills of the Weyerhaeuser organization are producing selected timbers of the finest possible wood for "Mill Construction" needs.

Through the Weyerhaeuser distributing plants in the heart of Eastern and Mid-Western markets, these timbers are laid down quickly and economically in every industrial section of this country.

Responsible members of industrial concerns are invited to send for complimentary copies of the Weyerhaeuser books, "Industrial Buildings," written for the Business Man, and "Structural Timbers of Douglas Fir," a book for the Building Engineer, Architect, and Purchasing Agent.



WEYERHAEUSER FOREST PRODUCTS

SAINT PAUL • MINNESOTA

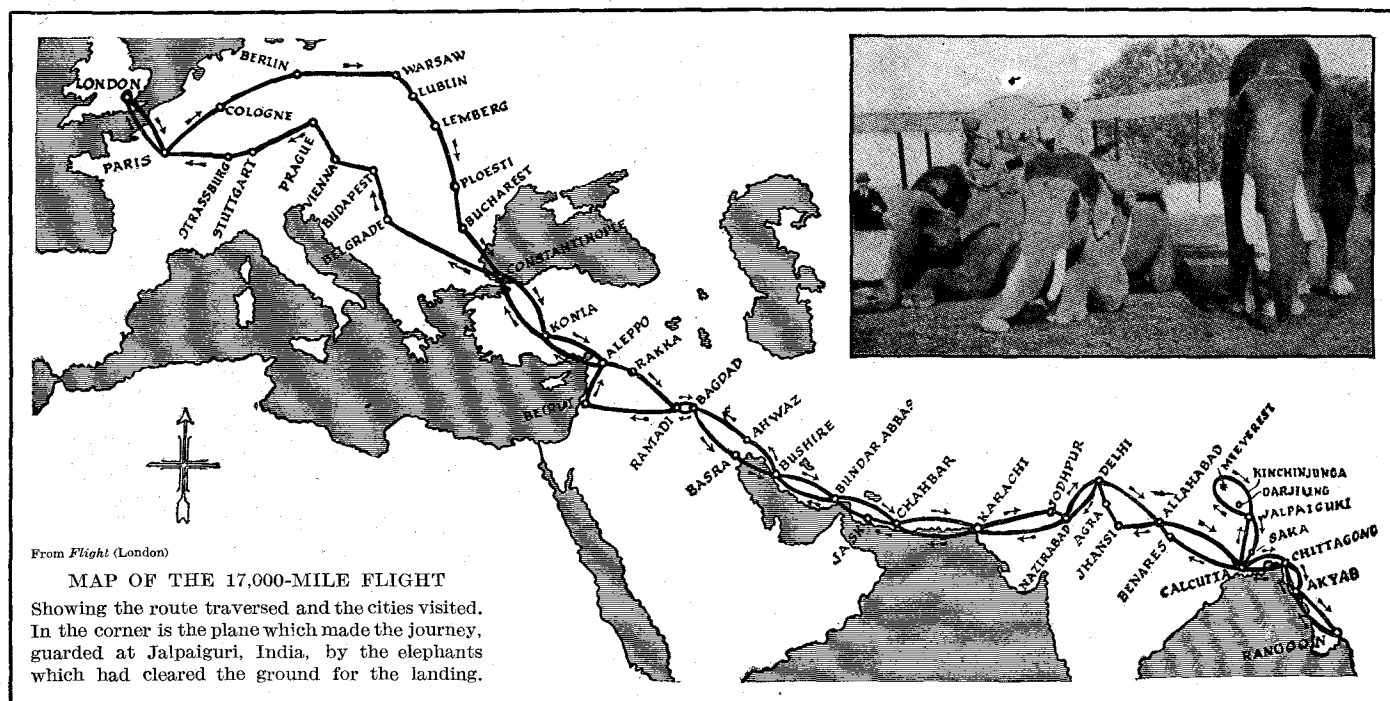
Producers for industry of pattern and flask lumber, factory grades for remanufacturing, lumber for boxing and crating, structural timbers for industrial building. And each of these items in the species and type of wood best suited for the purpose.

Also producers of Idaho Red Cedar poles for telephone and electric transmission lines.

Weyerhaeuser Forest Products are distributed through the established trade channels by the Weyerhaeuser Sales Company, Spokane, Washington, with branch offices at 208 So. La Salle St., Chicago; 220 Broadway, New York; Lexington Bldg., Baltimore; and 2694 University Ave., St. Paul; and with representatives throughout the country.



MOTORING AND AVIATION



LONDON, RANGOON, AND WAY STATIONS BY AIR

“WELL,” SAID SIR SEFTON BRANCKER, stepping from the airplane that had carried him 17,000 miles to Rangoon and back, “we have had a very nice little joy-ride.” He said this in London, and it was from London that he set out informally last November aboard an ordinary De Haviland to explore the air routes to India and then Burma. Now, in *Flight*, official organ of the Royal Aero Club, we have an account of the “nice little joy-ride” by one of Sir Sefton’s comrades, Mr. Alan J. Cobham, who says:

Air Vice-Marshal Sir Sefton Brancker, Director of Civil Aviation, flew in a small commercial passenger airplane, a De Haviland type 50, from England to India. The crew consisted of A. B. Elliot as engineer and myself as pilot in charge of the flight.

We left Stag Lane Aerodrome, the headquarters of the De Haviland Aircraft Company at Edgware, on November 20, our first stop being Paris. There was a big gathering to see Sir Sefton off, despite the secrecy of the departure date.

The airplane used was a De Haviland type 50, with a 230-horse-power Siddeley “Puma” engine. The machine has a neat cabin for four passengers, and the pilot sits behind. Our load, which consisted of two passengers, a great deal of baggage, spares, and a lot of extra petrol, amounted to over half a ton weight, making the total weight in the air up to 4,300 pounds.

Sir Sefton Brancker stayed two days in Paris in conference with M. Flandin, the French Director of Aviation, and then proceeded with the results of his interviews to Cologne. The flight was uneventful except for the very bad weather, fog and rain, together, made worse in patches by the smoke of busy towns, such as Liège and district, which seemed to be working full time with all furnaces belching forth. After a conference with the Commanding Chief at Cologne, Sir Sefton then flew on to Berlin. On the way we flew over the Ruhr district, and here every foundry and factory, altho it was Sunday, appeared to be going full time, for all the thousands of chimney stacks seemed to be emitting clouds of smoke. At Berlin we were met by the German Air Minister, the Director of Civil Aviation, a director of the Aero-Lloyd Company and the British Commission. The German Air Minister showed great interest in the D. H. 50 airplane, and insisted that I explain all working parts to him.

After two days in Berlin, the aviators flew to Warsaw, and Mr. Cobham tells us:

The Poles were very keen that the Imperial Airway route, *i. e.*, airplane route, should pass through Poland. Certainly their

country is ideal for flying, having vast open, flat stretches with no obstructions or high mountains.

We left Warsaw, intending to fly to Lemburg in Southeastern Poland. The country passed over on this flight was perfectly flat, with vast open fields and no trees, and it was here we experienced the exhilarating and thrilling sensation of flying at 100 miles per hour very low over the ground. We skimmed along at 50 feet from the earth for miles over this country, and, owing to the nature of the fields beneath, it was quite safe. After about an hour we ran into very low clouds, and as we went out of the sunshine and flew underneath them, it was like going into a refrigerator. The clouds got lower and eventually developed to thick fog on the ground, and so we had to turn back and land on the new Polish aerodrome at Ivangerod. The fog was caused by a southeast wind blowing over hundreds of miles of snow-covered plains in Roumania, and when it struck the warm earth it turned to fog.

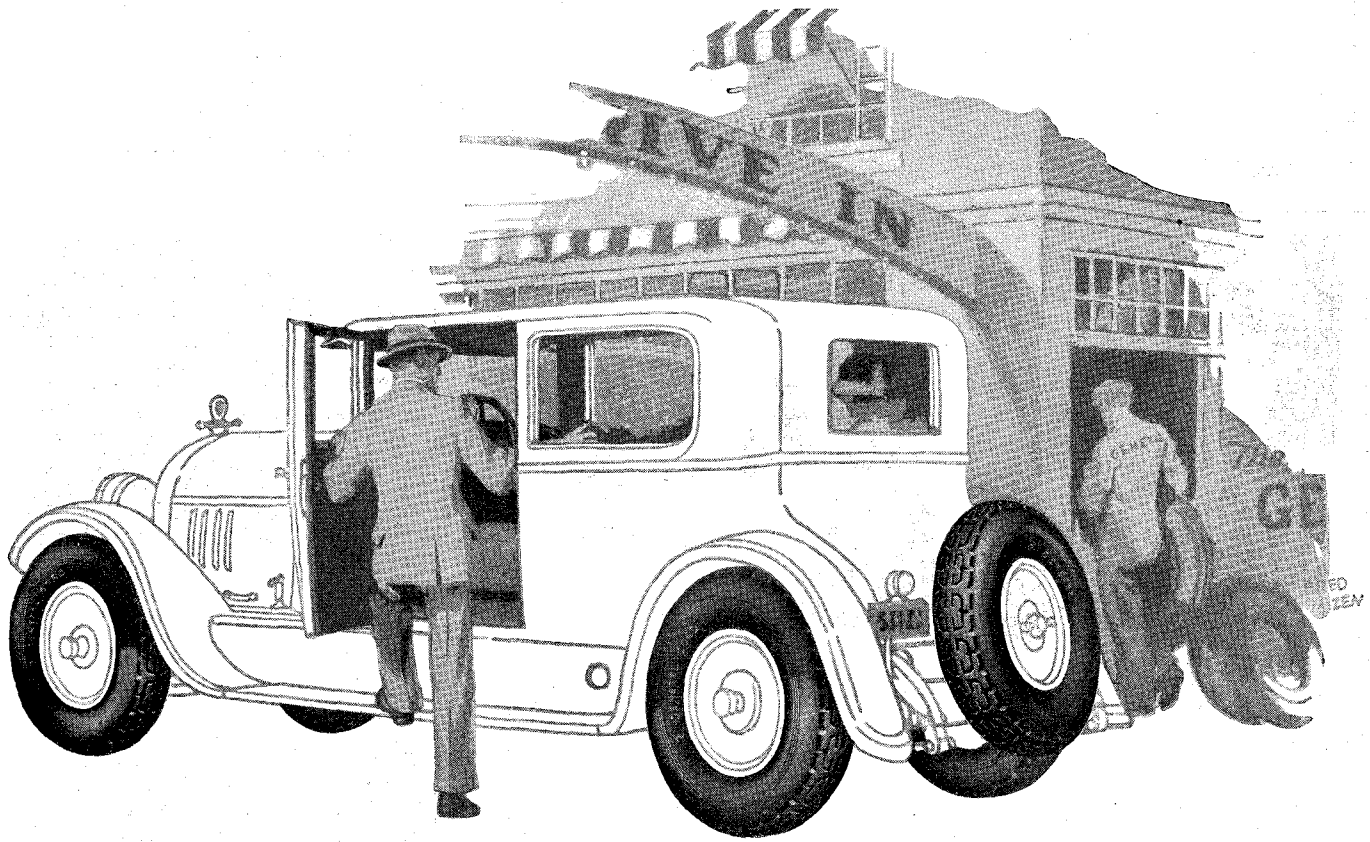
We eventually got through to Lemburg, from where we wished to fly *via* the valley to Jassy and Bucharest, thus keeping the low level the entire way from England to Constantinople, proving the possibility of the route for commercial aircraft. Unfortunately, after Lemburg the entire route was covered in fog, and it seemed as tho it might be there for days. After consideration I decided to fly direct from Lemburg to Bucharest, a distance of 500 miles over the Carpathian range of mountains, which ran north and south, and stand out high above the fog.

The following morning we took off from Lemburg and headed due south. We very soon met the fog and climbed above it and kept on our course until the snow-capped peaks of the Carpathian Mountains came in sight, all glistening in the sunshine. For 350 miles we flew along the side of the range with a vast sea of fog over the lowlands on our left and the snow-capped mountains on our right.

At last we arrived at the plain where Bucharest is situated, and to our dismay discovered it was covered in thick fog. We were forced to land up in the mountains, which we did successfully. The following day it cleared and we got off again to Bucharest. The countryside was covered in three feet of snow, and we landed on a specially cleared patch on the aerodrome with high walls of snow on either side.

After business in Bucharest we flew to Constantinople over the wild uplands of Bulgaria, and as we approached the great city along the Bosphorus from the east we had the magnificent picture from the air of Constantinople, with its scores of minarets silhouetted against a setting sun that was going down into the Sea of Marmora.

Two days after our arrival Sir Sefton Brancker left for Angora, where he was the guest of the Turkish Government. He stayed



A General Cord often serves two owners

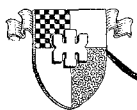
After delivering satisfactory mileage to the original purchaser it is not uncommon to see a General Cord go to work for its second owner.

General's outstanding record of big mileage has led many car owners to actually prefer buying used Generals rather than new tires of the cheaper makes. They

find that even a worn General "goes a long way to make friends."

The General distributor gets his supply of these partly worn Generals by making allowances on them when he puts new Generals on the cars of his customers. Surprisingly many trade in their tires regularly each year.

The Mark
of Leading
Tire Stores
Everywhere



The

Resale value after 10,000 miles

GENERAL CORD

—goes a long way to make friends

BUILT IN AKRON, OHIO, BY THE GENERAL TIRE AND RUBBER COMPANY



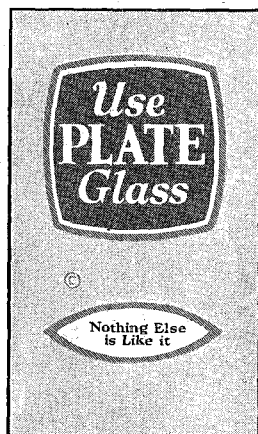
BRING THE GARDEN INSIDE THE HOUSE

THE perfect clarity of Plate Glass makes the environment of a house part of the interior decoration. The glowing colors of flowers and the play of sunlight on trees and vines are brought into every room in the house. From the outside the highly polished surfaces reflect lights and shadows with a fidelity and brilliance impossible to ordinary window glass. Plate Glass literally transforms the appearance of the house, inside and out.

The cost of glazing a house with Plate Glass is not more than one per cent of the total cost of the house. Through increased selling or renting value, and in increasing satisfaction and pleasure to the owner, Plate Glass returns far more than the original investment.

Whether you build a large or small house, specify Plate Glass. Your architect will gladly furnish you comparative estimates.

PLATE GLASS MANUFACTURERS of AMERICA



MOTORING AND AVIATION *Continued*

there a week discussing possible air routes, for Turkey is in a direct line between England and India.

From Constantinople, the airmen flew "right over the heart of Anatolia" and reached Konia, in the center of Asia Minor. As Mr. Cobham tells us:

The whole of this country is a very high tableland, 4,000 feet above sea-level with vast mountain ranges shooting up out of the plains. After a night at Konia next morning we started for French Syria. Soon after taking off we ran into low cloud and mist, which turned to sleet. We continued our way across the Konia Plain, and then started to climb and cross the Taurus Mountains. I crossed them by the one and only pass and got over at 5,000 feet, and then followed the long flight through the gorge. The bottom of the ravine was 5,000 feet below us, and the mountains whose summits were in the clouds, were 5,000 feet above us, and it was raining heavily all the time. When at last we reached the plain before Adana I flew east and landed at Alexandretta.

From here, the next day we climbed over the hills and went to Aleppo for lunch. We were entertained by the French military, and after about fifty men had pushed our machine through the mud to a dry strip of land we took off for the French outpost aerodrome at Rakka on the River Euphrates. The country in this part of the world is perfect for flying, and aerial services should be easy to maintain. From Rakka we followed the Euphrates down to Ramadi, the British Royal Air Force aerodrome, which is often used by the R. A. F. Mail running between Cairo and Bagdad.

From Ramadi we flew under low clouds at fifty feet over the desert to Bagdad and landed in a sea of mud on the aerodrome. Owing to the nature of the soil one shower of rain is sufficient to turn the countryside into liquid mud.

There was much to discuss at Bagdad, for it is proposed to start an airplane route almost immediately between Ramadi, near Jerusalem, and Bagdad. It will be a civil concern subsidized by the home Government, and will bring Bagdad within six days of London, for passengers will alight at Port Said and take the train to Ramleh, whence they will fly in one day to Bagdad and, later on, possibly Basra in the same day, where passengers will catch the boat for India.

When the airship route starts, Bagdad will be within three days of England, for they will fly by airship to Egypt in two days and alight at Ismailia, just above Cairo, and then proceed by airplane in one day to Bagdad.

Leaving Bagdad, they flew down the Tigris and across the Euphrates, passing "over Babylon and the ancient cradle of civilization," to Basra. Continuing, Mr. Cobham says:

From Basra we flew over the vast swamps at the top of the Persian Gulf to Bushire. It is curious to note that ever since we left England we had experienced a severe head wind. After Bushire we flew down the eastern shores of the lonely gulf of Bandar Abbas, where we stayed the night, and the

next day continued our flight to Chahbar, and then along the last lonely 400 miles to Karachi and India at last and in sunshine, for with two exceptions we had had no sunshine since we left England.

Sir Sefton Brancker had purposely chosen this period of the year so that the survey would be done under the worst conditions in order to form a reserved and sound report.

Our flight to India was one of intense interest and a variety of experiences. To date, we had come the whole way on the same *D.H. 50* and Siddeley Puma engine, and throughout the flight we always had the aim in mind of getting home in that manner.

While we had a brief overhaul at Karachi, Sir Sefton Brancker went by train to Bombay to confer with the civil authorities regarding the erection of a mooring mast for the airship service. It was so arranged that I should rejoin him at Delhi, and accordingly set out with Elliot to fly there. The first part of our route lay *via* Hyderabad (Sind) and then over the great Sind Desert. We flew over a barren, bleak stretch of country from Karachi to the River Indus, and then cultivation started everywhere, being fed by the enormous irrigation scheme. We followed the little meter-gage railway due east, and from the air one had a magnificent view and conception of the advance made by British enterprise in developing the irrigation scheme, for vast tracts of desert were claimed for cultivation. Eventually, the ground rose beneath us and the irrigation stopt, and we followed our little railway track into the desert.

After about 300 miles, the ground fell away to a river-bed, and we knew then we were not very far from our destination. We were making for Jodhpur, one of the oldest Indian States, and were to be the guests of His Highness the Maharajah. We had been flying for nearly six hours when the ancient fort built on the top of a rock stood out on the horizon. The Jodhpur estate possesses a private aerodrome, which I failed at first to notice when flying over the place, being attracted to a very large open level space which looked good to land on. I very nearly disgraced myself by landing the machine in the middle of a match, for it happened to be the polo ground. However, I noticed it in time and soon found the correct aerodrome.

From Jodhpur we flew over perfect flying country to Nasirabad where we landed on the parade ground to refuel and afterwards flew on to Imperial Delhi. We arrived late in the afternoon and the sun was getting very low, casting a deep-red tint over all the new white buildings, and we had a perfect view of the layout of the new capital. Sir Sefton was waiting on the aerodrome for us and I soon discovered that he had settled all his affairs for the time being, and was ready to push off the following day *en route* to Calcutta.

I would like to mention here that the kindness and assistance rendered to us by the R. A. F. in India was really wonderful. Every one seemed so very full out to help us in any little detail, and was so surprised when we gave them no trouble. On one occasion I discovered that one of my forward telegrams had been framed and part of the text, namely, the words "Would you be kind enough," were underlined. Evidently politeness was appreciated.

From Delhi they flew to Allahabad, where they spent one night, and started again next morning "intending to fly direct

Hotel LaSalle



CHICAGO'S FINEST HOTEL

1026

Luxurious Rooms at fixed, moderate rates

TO register at this hospitable, luxurious hotel, knowing in advance exactly what the visit will cost, is the pleasure of our guests.

In every room at the Hotel La Salle there is posted a card that states the price for one, two or more. That price is standard—the same to every occupant.

Those who make the LaSalle their Chicago home, register here with the knowledge that nowhere are accommodations more luxurious, cuisine more perfect, or service more unobtrusively efficient.

HOTEL LA SALLE, Ernest J. Stevens, Pres.
La Salle at Madison

ROOM RATES PER DAY			
No. of Rooms, 73	1 Person, \$2.50	2 Persons, \$4.00	
" " 129	3.00	" 4.50	
" " 33	4.00	" 5.50	
" " 141	4.00	" 6.00	
" " 78	4.50	" 6.50	
" " 268	5.00	" 7.00	
" " 146	6.00	" 8.00	
" " 158	7.00	" 9.00	

1026 Guest Rooms

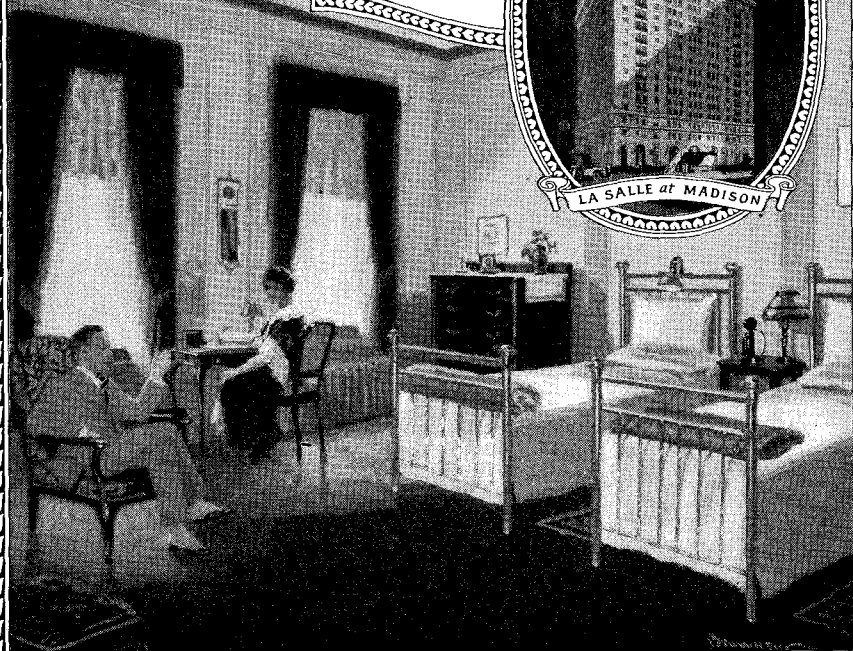
Fixed-Price Meals

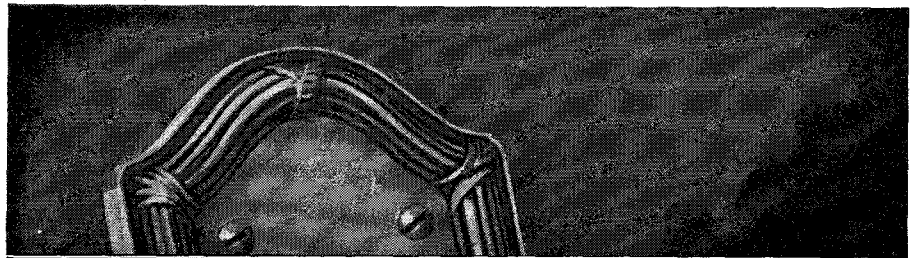
Breakfast, 50c and 70c
Luncheon.....85c
Dinner.....\$1.25
Sunday Dinner, 1.50

*A la carte service
at sensible prices*

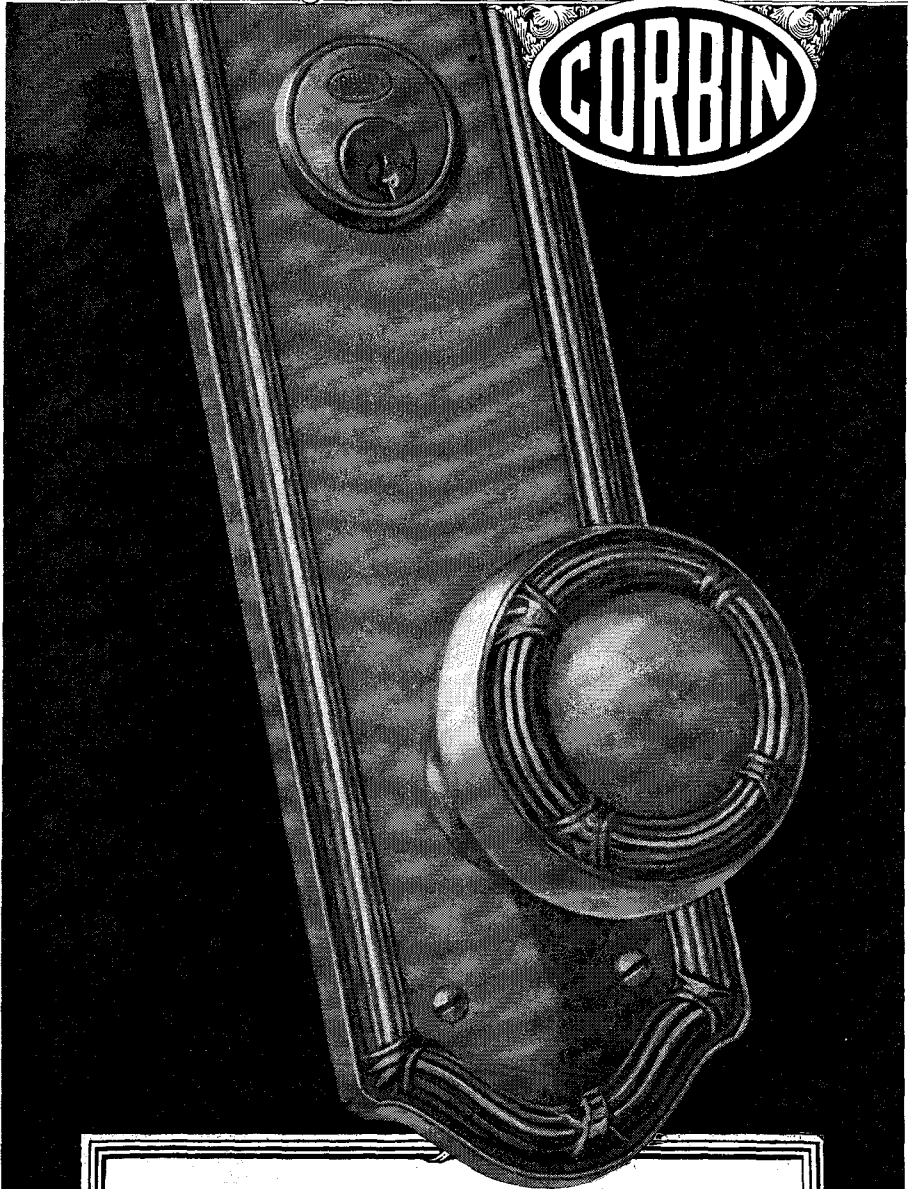


LA SALLE at MADISON





Good Buildings Deserve Good Hardware



It locks as well as it looks

CERTAINLY, good doors deserve locks that are their equals in beauty. But beauty in a lock is without honor, save when it encases a mechanism of staunch security.

The elegant simplicity, the chaste accuracy, of the Navarre design unmistakably mark it a member of the Corbin family. But in bearing the Corbin name, it tells you that it locks as well as it looks.

Corbin locks have long since proved their excellence by a life-time of service. In great office and public buildings, homes, churches, schools, hotels, stores and factories you will find locks of Good Hardware—Corbin.

To be assured of permanent protection as well as perfect decoration, see that Corbin is on the face of every lock you buy. Good hardware—Corbin—is a joy to live with.

The story of "Good Buildings Deserve Good Hardware" includes useful information on locks. Would you like us to send you a copy?

P. & F. CORBIN SINCE 1849 NEW BRITAIN CONNECTICUT

The American Hardware Corporation, Successor
New York Chicago Philadelphia

MOTORING AND AVIATION

Continued

to Calcutta, nearly 500 miles away." Says Mr. Cobham:

On leaving Allahabad we passed over the point where the River Jumna and Ganges meet, and were fortunate enough to see the great annual Hindu festival from the air. It was our intention throughout our flight to get as much experience with alternate routes as possible, and so on this flight, on the advice of an R. A. F. officer, I took a northerly route *via* Patna and the Ganges to Calcutta. This course was not exactly a success, owing to its extra length and impossibility for forced landings through the country being for hundreds of miles a mass of paddy fields. Eventually Calcutta came in sight, and I headed for the Maidan, which is a government park which surrounds Fort William in the center of the town.

There are no R. A. F. stationed near Calcutta, and consequently all the excellent landing arrangements had to be made by resident military officers, and the place they had prepared for me was only suitable for a north or south wind, and owing to a cross wind blowing when I arrived it would have been necessary for me to have landed over trees and between trees on a very short run, and so, not wishing to run the risk of making an unsightly spectacle by overshooting or some such misadventure before so many thousands of people, I decided to look elsewhere for a landingground. In despair I was turning toward Dum Dum Aerodrome, when I noticed that the center of the race-course was clear and conveniently situated for the wind, so I turned and side-slipped in and landed. In a few moments the crowd came tearing from the Ellinborough side where I had been expected to land, and almost the first person to greet Sir Sefton was Lady Lytton, the wife of the Governor of Bengal, who had galloped over on horseback to meet him.

It took an army of police to keep the crowds off the machine, until such time as they could erect a fence all around it, and supply a permanent guard. It was at Calcutta that General Brancker was taken very ill and narrowly escaped pneumonia. He had been ailing all the way from Delhi, where it is evident that he caught a severe chill while driving in an open car; anyhow, I insist that he did not catch it flying in the *D.H. 50*. His illness, I suppose, delayed our schedule nearly a month, and had he not been so unfortunate, I feel sure we should have returned to England in the middle of February as originally planned.

Many people in Calcutta talked enthusiastically about an air-line to Darjeeling, which is the hill station where all Calcutta people go in summer-time, and General Brancker thought it would be a good idea while I was waiting for him, if I flew up there and made a little survey of the route. It was while on this flight that the idea of flying over the Himalayas and having a look at Everest occurred to me. Enough has already been said and written about this very little episode. About the splendors and magnificence of the sights that we witnessed, I leave to the imagination of any who read this story, and can only say that I was particularly fortunate in having an ideal day for the flight. A gentle south wind was blowing, which possibly gave slight uplifting currents. I am sure of one thing, that a strong north

wind blowing in the region where I was flying would have made it practically impossible for a machine to fly owing to the terrific down currents that would naturally occur as they came over such mountains as Kinchinjunga, which is 28,000 feet. At one time we were flying within a mile of this mountain, and the summit, which was 11,000 feet above, seemed to be hanging right over us.

On returning to Calcutta, I was glad to find that Sir Sefton had greatly recovered, and the doctors considered that a steady three-days' boat journey at that time of year to Rangoon would be an excellent form of convalescence, and it was so arranged that I should fly on down there and bring him back in the airplane, so that he would be able to see the possibilities of the Calcutta-Rangoon Air Route. Great keenness has been shown in official circles regarding this air-line, for they are anxious to establish an air mail service between these two towns. At present the boat takes three days to do the journey, and by air it could be done in ten hours, the distance being under 700 miles. Originally, it was thought that this was only possible as a seaplane route owing to the extraordinary nature of the country to be flown over, but after my trip to Rangoon and back, altho it is certainly a better seaplane route than airplane route, I have known of many worse air routes for an airplane than Calcutta to Rangoon. Undoubtedly the best route to take is identically the same for both airplane and seaplane. In starting from Calcutta the best course is to go due east well north of the dreaded Sunderbans, and on this track landing grounds could be made, and innumerable rivers would offer refuge to seaplanes.

Eventually the course converges with the coast-line in the northwest corner of the Bay of Bengal at a place called Sudharam. After this both seaplane and airplane route would follow the coast line of Burma, past Chittagong, which is the present terminus of the railway. There have been schemes for extending the railway from Chittagong to Rangoon, but if the air-line is started I do not think that these plans will materialize for many years to come, as the initial cost of a Calcutta-Rangoon Airway is fractional compared with the extension of the Chittagong railway to Rangoon.

We continued along this picturesque coast-line of Burma until we came to Akyab, which port would be the half-way stopping place for the Calcutta-Rangoon air-line.

My intention was to fly along the coast until I came to the low part of the range of mountains that follows the coast of Burma, then fly due east inland over the lower plain of Burma to Rangoon. As we continued down this coast one could not help but admire the scenic beauty, formed by a silver sand beach bordered by a dense vegetation of varying colored trees and undergrowth. Inland, of course, is all jungle. If the sand on the beach is hard, which I have been given to understand it is, it would be possible for any ordinary pilot to make forced landings on the fore-shore almost the entire way down the coast of Burma. Innumerable creeks offer excellent refuge for seaplanes or flying boats.

But the region is a dangerous one to traverse, for Mr. Cobham continues:

At a creek about ten miles below Gwa, we turned due east, and followed the course of this little river inland. For about 40 to 50 miles it is necessary to pass over impenetrable jungle, in which case both seaplanes and airplanes are in precisely



You have lots more fun and get better pictures with Ansco film

Taking pictures is great fun: of your kiddies, your games, your friends, your travels—that is, if you get *good* pictures. And you're sure to get them with Ansco Speedex Film.

You don't have to worry about the light and you don't have to be an expert, either, if you use Ansco film. It is made for you as you are and the light as it is. It has a "wider range of exposure," which means that you

don't get black shadows and flat whites (both of which are *so* unflattering!) when the sun is at its brightest, and when it's behind clouds you'll get amazingly good, clear pictures with Ansco film.

Load up your camera, use ordinary picture-taking sense, and have the greatest fun you've ever had.

Ansco film is sold in most photographic shops or direct from us.

You fit in one of these classes—which?

I. *You use some other film*, but get only fair pictures. Well, try Ansco for a while, use ordinary picture-taking sense, and you'll be surprised at the results.

II. *You've put your camera away on the shelf*. Well, that's too bad. Taking pictures adds a lot of interest to life. If you could get *good* pictures, wouldn't you take down your camera, dust it off, load it with Ansco Speedex Film and *shoot*? Of course you would—try Ansco and add to your fun.

III. *You use Ansco film already*. Oh well, nothing more need be said. You *know* what it does under all conditions—so please your friends by passing around this tip.

Illustrated catalog sent free on request.



All roll-film as well as Ansco Speedex Film is based on the original Ansco patents. Ansco film fits all cameras; it comes in the red box with the yellow band.

So—now—it's easy
to get good pictures

ANSCO
CAMERAS & SPEEDEX FILM

Emergency Coupon—
Use only if your dealer
cannot supply you.

ANSCO PHOTOPRODUCTS, INC.,
Binghamton, N. Y.

Please send me four rolls (or proportionate number if size is 3 1/4 x 4 1/4 or larger) of Ansco Speedex Film. I am enclosing \$1.00.

Name.....

Street..... State.....

City.....

Size of film.....No..... Cam. Model.....

L. D. 4-25



The torture of uncertainty

Why put up with it?

*for
all tires*

*Insist on genuine,
original WEED
Chains. Insist also
on WEED cross
chains for repair—
the kind that are
quickly put on with
pliers so they STAY*

*You can identify
genuine WEED
Chains by their
brass plated Cross
Chains, galvanized
Side Chains and
Red Connecting
Hooks in addition to
the name, WEED,
which is stamped
in every hook*



WATCH the faces of rainy day drivers—strain—tension—uncertainty. In one minute rain has made usual driving habits useless—destroyed the confidence that comes from years of driving.

Will your car stop at the next corner?—no one can tell. Will tires grip if the man ahead turns off—who can say?

There they sit—faces tense, nerves taut, wearing themselves out for lack of a moment's effort. Legs cramped ready for brake pedals—every sense alert, on edge—using up priceless nervous energy for lack of a moment to put on WEED Chains.

Is it worth the cost? It's such a simple matter to end this needless tension, needless peril, that is a part of chainless driving on wet, slippery streets.

Put on WEEDS the very next time streets are slippery. Watch your usual ease return—the confidence that prevents accidents—the snug feeling of security. You'll vote WEED Chains a sensible help to comfortable driving.

AMERICAN CHAIN COMPANY, Inc.
BRIDGEPORT, CONNECTICUT

*In Canada: DOMINION CHAIN COMPANY, Limited, Niagara Falls, Ontario
District Sales Offices: Boston Chicago New York Philadelphia Pittsburgh San Francisco*

*World's Largest Manufacturers of Welded
and Weldless Chains for all Purposes*

WEED CHAINS

"You can put them on in a moment"

MOTURING AND AVIATION

Continued

the same predicament regarding a forced landing. Even if one did land on the tree-tops, I do not know how they would ever get out of the jungle, which is simply impassable. However, a three-engine machine could certainly make this 40- or 50-mile jump quite as safe as any other air transport line. Having passed over the jungle, we broke onto the plain of Burma and passed over innumerable rivers, including the Irawadi, which makes it a perfect seaplane route, right the way to Rangoon.

The most prominent feature from the air at Rangoon is the Shwedagon Pagoda, which is covered in gold sheet and is a brilliant sight in the sunshine. I landed on the old race-course in the center of the town and found Sir Sefton looking fit and well; evidently his three-day boat journey and short stay in Rangoon had had the desired effect. As usual the D. C. A. had not been idle, for I found that he had already investigated aerodrome sites and seaplane bases, and was ready to fly back to Calcutta almost immediately.

The moment I landed I was quite clear on one point, I could not get off from the race-course again with my full load on. It appears that one or two world-flyers had done so, and altho they had been fortunate, even the uninitiated in the principles of flying had referred to their take-offs as "a fairly ghastly sight" as they staggered over tree-tops between church spires. And so as I did not wish to repeat the practise I made inquiries regarding better grounds so that I could take my machine off empty, and land on a place that would afford a better take-off with my full load. The new race-course was suggested, and after inspecting the site on foot, and asking for certain debris obstructions to be removed in which matter the stewards willingly assisted us, I took the machine over there. The new race-course, when all the debris of building and excavating materials and earthworks has been removed, will afford an open flat hard surface, giving two diagonal runs of 700 yards, with only four-foot rails to clear for a take-off, which should make a good temporary landing ground. However, Sir Sefton found another site which at certain expense could be made into a permanent aerodrome. On a certain Sunday morning, our homeward journey started, for every mile after this would mean a mile nearer England. We had a cleared patch of 450 yards, between builders' huts and mounds of earth, with only the race-course rails ahead to clear, and in the shimmering heat of the midday sun, we managed to lift ourselves into the atmosphere without undue anxiety. Our return trip to Calcutta was precisely as the outward one already described, and I was able to point out all the little observations I had made to the D. C. A. during the flight. Communication between the pilot and passenger in the D.H. 50 through the little connecting window between the cabin and cockpit is very simple, especially if one shuts the engine down.

On returning to Calcutta many invitations were waiting from various Indian States, who asked us to visit them before we left India. I think they were truly interested in seeing a passenger machine that had come all the way from England and intended getting home again.

The homeward journey followed a some-

what different route from that of the journey out, and, after tracing the course back as far as Constantinople, Mr. Cobham says:

From Constantinople we flew direct non-stop to Belgrade, *via* Adrianople, Philippopolis, Sofia, and Nish. This route entails climbing to 4,000 feet to get over the pass into the plateau at Sofia, and climbing to the same height to get out of it at the far end. From Belgrade we flew to Bucharest for lunch, and on to Vienna for dinner. After Vienna we flew to Prague. It was at Prague that we encountered such severe weather, and after three separate attempts to fly through the snowstorms in which we were forced to return to the aerodrome, on the fourth attempt we got right over Germany, over the Black Forest, where we were completely caught out and surrounded by snowstorms. I landed on a plowed patch-up hill in good order, and the following morning we soon slipt the wings off and ran them back along the road on lorries, where we put them on again at an old German aerodrome, and managed to plow our way out of the snow and on to Strasburg and Paris. The following day we arrived in London.

MOTORING ACROSS AMERICA

FROM coast to coast the four routes most favored by automobilists are the Yellowstone Trail from Portland, Maine, to Portland, Oregon; the Lincoln Highway from New York City to San Francisco; the National Old Trails Road, otherwise known as the Santa Fe Trail, from Washington to Los Angeles; and the Old Spanish Trail from Jacksonville, Florida, to San Diego, California. After naming them in this order, the secretary of the Automobile Touring Club of America, Mr. John F. Mixer, remarks in *Motor Life*, "There are several other transcontinental routes that carry considerable travel, but we doubt if many follow these from coast to coast, as better road conditions may be had by using sections of other trails in different parts of the country." Mr. Mixer mentions specifically:

The Theodore Roosevelt International Highway (Detroit - Mackinaw - Duluth - Grand Forks - Glacier Park);

The Bankhead Highway (Memphis - Little Rock - Dallas - El Paso);

The Dixie Overland Highway (Savannah - Montgomery - Jackson - Vicksburg - Dallas).

The Lee Highway;

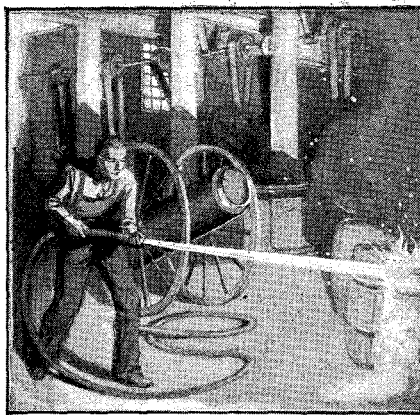
The Atlantic and Pacific Highway;

The Ocean to Ocean, Pike's Peak Highway (Indianapolis - Springfield - St. Joseph - Norton, Kansas - Colorado Springs - Salt Lake City - Ogden - Elko, Nevada - Reno);

The Victory Highway (St. Joseph - Missouri and Kansas - Denver - Rocky Mt. Park - Steamboat Springs - Salt Lake City).

The Middle West, so Mr. Mixer goes on to say, "is criss-crossed with different organized highways," but—

They are not extended from coast to coast and they are not well enough marked to be easily followed without some guide other than the markers. Some of the different States that have adopted a system of marking their own highways are prohibiting



When Foamite Equipment is turned on oil, gasoline or other inflammable liquids, the burning surface is covered with a smothering air-tight blanket. No spreading of the flames. Fire-foam is effective against all kinds of fire.



Firefoam—The layer of air-tight bubbles generated by genuine Foamite Equipment smothers fire out and keeps it out.

Fires that water cannot check... instantly smothered out by Firefoam!

WATER is helpless against many kinds of fires. Sometimes, as in oil or gasoline blazes, water actually spreads the flames.

Firefoam is the one sure safeguard against *every* kind of fire—because it *smothers out* fire under an air-tight blanket of foam.

When Foamite Equipment is used on a fire millions of tough, clinging bubbles — Firefoam — are shot forth. This smothering layer of Firefoam floats on any burning liquid—adheres to walls and ceilings—can be directed into remote corners. Drafts will not blow it away.

When the fire is out the dried foam can be brushed away. You have none of the devastating after-effects caused by water and liquid chemicals.

Genuine Foamite Protection is effective against all kinds of fires, ordinary as well as extra-hazardous. That is why it is used today by leading plants in every line of industry—by the greatest transatlantic ocean steamers where absolute protection is essential — by

homes, schools, and fire departments all over the country.

No matter what your fire risk there is a type of Foamite-Childs Protection ideally suited to your needs. In addition to Foamite Equipment we make all standard fire appliances—Fire-Guns for your automobile or motor boat; *Childs* Motor Apparatus for your community; *Childs* Soda-Acid Extinguishers and Engines, and *Allweather* non-freezing Extinguishers.

Correct protection against fire is a practical science. Learn how to safeguard your own business and family, by requesting the free illustrated booklet today.

FOAMITE-CHILDS CORPORATION

Fire Protection Engineers and Manufacturers

967 Turner Street, Utica, N. Y.

Foamite-Childs of Canada, Ltd., Toronto, Ont.

A complete inspection, installation and maintenance service, including all types of standard first-aid fire appliances supplied only through our direct factory representatives.

Foamite-Childs Protection

Mail coupon to find out the best safeguard for your property

FOAMITE-CHILDS CORPORATION
967 Turner Street, Utica, N. Y.

Please send free booklet. I am interested in protecting the fire risks checked below:

☐ General Factory ☐ Home ☐ School ☐ Garage or
☐ Oil, Paint, ☐ Hospital ☐ Motor Car ☐ Filling Station
Chemicals

Name.....

Street.....

City..... State.....



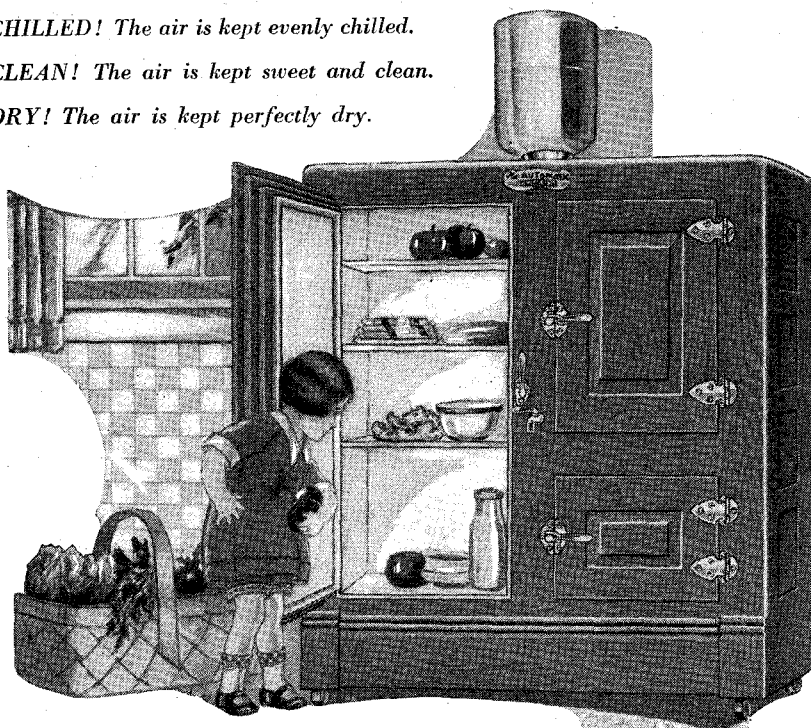
Copyright, Foamite-Childs Corporation, 1925

"feed your food FRESHENED AIR"

CHILLED! The air is kept evenly chilled.

CLEAN! The air is kept sweet and clean.

DRY! The air is kept perfectly dry.



Crisp, Tender Salads Kept Fresh and Cool

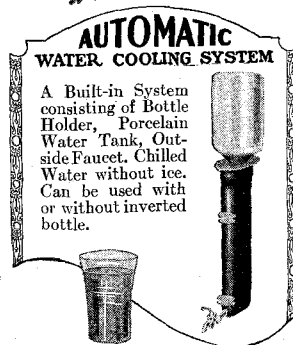
HOW delightful to serve a crisp, tender salad on hot summer days! The Automatic keeps salads crisp and chilled until served—keeps lettuce, celery, tomatoes, all other foods, fresh and wholesome—helps make summer meals appetizing. Clean, chilled air circulating through the food chambers, is purified by constant contact with the ice. Pure, chilled drinking water is always ready in the built-in tank, an exclusive feature making your ice do double duty. The Automatic is finished in golden ash or pure white. White interior with rounded corners—no seams or crevices. Oversize food chambers, non-rustable shelves. Tight-locking hand-fitted doors. Outside icing if desired. The Automatic dealer in your town helps you choose the right size for your home. Write for his name!



Bottle Holder
Secure support for inverted bottle. Specially designed—exclusive features.

Write for our folder containing complete details. Address Dept. 24

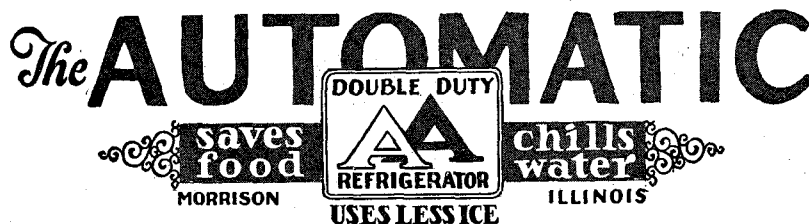
Illinois Refrigerator Co.
MORRISON, ILLINOIS



AUTOMATIC WATER COOLING SYSTEM

A Built-in System consisting of Bottle Holder, Porcelain Water Tank, Outside Faucet. Chilled Water without ice. Can be used with or without inverted bottle.

The Automatic Scientific Air Circulation Keeps Lettuce, Celery and Tomatoes Fresh!



Watch for your dealer's "Food and Ice Saving Week" in May!
Dealers—If you want to increase your refrigerator business—write us!

MOTURING AND AVIATION

Continued

the marking of organized highways through the State. The State authorities find that some of these highway associations do not use the best and easiest routes across the State and misdirect those who follow these highway markers without first ascertaining which is the best road to use.

We have numerous instances of motorists calling at our office for information, who state they started on their long journey without first making extended inquiries; they merely purchased a map of the United States with the main routes shown, picked out a trip that looked the shortest, and followed a marked highway. They encountered so many detours and so much trouble that they decided to secure some reliable information before proceeding farther on their cross-country trip.

Of the thousands of inquiries received and answered by the Club, the majority are regarding long trips or transcontinental tours during the spring and summer. In the fall the large portion are for routes to Florida. These two sections of the country attract the greatest number of tourists, altho the National Parks, New England and sections of the Middle West draw a very large portion during the summer months.

It is rather surprising to see the number of tourists who go from Florida to California and California to Florida, carrying camping outfits. They spend the winter in one or the other of these lands of sunshine and live in the public camps, without rent to pay or fuel to buy and with odd jobs most always easy to secure; they thus make a living and live a life much to their liking.

Weather conditions are to be studied with great care by automobilists planning a transcontinental tour, and Mr. Mitchell observes:

One of the popular long trips is from coast to coast via the northern route and returning via the southern, or vice versa. If starting the trip early in the spring the southern route should be seriously considered as the trip to be made first. Owing to the high altitudes and the possibility of encountering snow and cool weather on the northern routes, the southern route offers much more favorable conditions, and for those who are camping warmer evenings and more camp sites open and ready to extend a welcome.

For early trips east or west the best route, offering the most improved road, is via the National Old Trails Road; the route between Vandalia, Illinois, Cairo, Memphis, and Jackson, Mississippi; then the Bankhead Highway between Jackson and El Paso via Vicksburg, Shreveport, Dallas, and Fort Worth; then the Old Spanish Trail via Douglas, Phoenix, Yuma, and El Centro to either San Diego or Los Angeles.

On this route one has but very little unimproved road and nearly all the unimproved stretches are under construction or slated for improvement during the year.

The residents of Arizona have just celebrated the completion of a road from Phoenix to the California line, a paved and gravel highway across the desert which is going to make the long, dreaded trip across the desert more of a pleasure.

One reason for suggesting the southern route as the best for the start of your trip,

DRURY COLLEGE LIBRARY
Springfield, Missouri

is that it is not as warm around Phoenix and Yuma early in the summer as one would find it later in the year, and this enables one to enjoy the warmer months for a return trip over the more northern routes when that part of the country is at its best.

In making the southern trip there are many optional routes to use. If New Orleans has never been on the traveler's visiting list it is well worth the extra mileage to go south from Jackson to this quaint old French city, then to use the Old Spanish Trail to El Paso, most of which is gravel, going via Houston and San Antonio.

A shorter route from Memphis to the West would be via Little Rock and Shreveport or from Memphis to Greenville, Monroe to Shreveport. These roads both have construction under way and some dirt road, while the New Orleans route via Jackson or New Orleans offers roads that are either gravel or pavement.

If desirous of visiting the Grand Canyon of Colorado, go from El Paso to Socorro; then to the Grand Canyon, south to Phoenix and to California via Yuma and El Centro. The desert road west of Kingman has been poor and is not as pleasant a trip as the one from Phoenix to El Centro.

The Yellowstone Trail is paved from Portland, Maine, to Oshkosh, Wisconsin, except for some gravel in Indiana.

The Lincoln Highway is paved from New York City to Dewitt, Iowa, except for some stretches through Ohio and Indiana, and these dirt or gravel stretches can be avoided by using some of the other paved routes across these States.

The National Old Trails Road is paved to St. Louis, Missouri.

The other southern route is over the National Old Trails Road, which goes via St. Louis, Kansas City, Trinidad, Santa Fe, Socorro, Kingman, Needles and Barstow. This route is popular during the summer months, but is not advisable during the rainy season as the roads through Missouri and Nebraska are very poor when wet. During long or heavy rains some stretches of this dirt road can be avoided by using some of the other improved roads, especially across Iowa.

West of Salt Lake City the Lincoln Highway has very little improved road, and while the latter is passable it does not make a comfortable trip. Improvements are contemplated during the year and the Wendover cut off (if completed) in 1925 will add considerable improved road and incidentally save the long-distance tourist many miles of travel.

The mountain passes west of Salt Lake are seldom open or passable during the winter or early spring.

During the summer months the most popular route is the Yellowstone Trail, we are told, for—

The nights are cool and one escapes the extremely hot weather found on the southern routes. With only about 300 miles of dirt road between the Atlantic and the Pacific—and this road mostly graded dirt—this trail is usually in good condition for most of its length during the summer. Snows block these roads during the late fall, winter and early spring in the higher altitudes, consequently the entire trip is not advisable except between May and October. It is along the Yellowstone Trail and the Custer Battlefield Highway that many dude ranches are located.

Side trips from the Yellowstone Trail to Yellowstone Park, Glacier National Park and the Canadian Rockies are very popular



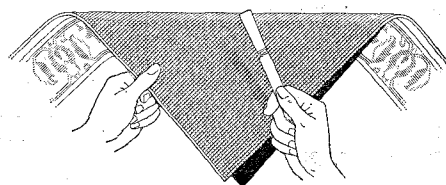
Are your rugs safe playgrounds?

The rugs upon which children romp are safe playgrounds only when they are clean to the very bottom of their deep, soft nap. For danger lurks where dirt hides—the danger of disease! And dirt hides in every rug that is not beaten regularly. You can prove this.* . . . Because The Hoover BEATS, it keeps rugs free from embedded germ-laden dirt. The Hoover Sweeps and Air-cleans, too—three kinds of cleaning which make rugs safe playgrounds, and keep them safe! The Hoover dusts, as well, dustlessly; its swivel-jointed, tightly connected tools reach everywhere. And powerful suction draws all dirt safely into the dust-tight Hoover bag. Why not be sure your rugs are clean? Any Authorized Hoover Dealer will deliver your Hoover, complete with attachments, for \$6.25 down.

The HOOVER

It BEATS... as it Sweeps as it Cleans

*TO PROVE RUGS NEED BEATING: Turn over a corner of a rug; with the handle of an ordinary table-knife, or something of equal weight, give the under or warp side 15 to 25 sharp taps and watch the dirt dance out from the nap depths onto a piece of paper. Feel the destructive character of this grit. This is the dirt only beating will dislodge. Correct use of The Hoover causes this embedded dirt to be vibrated to the surface by the rapid, gentle tapping of the Hoover brush, as powerful suction lifts the rug from the floor and draws all the dirt into the dust-tight bag



THE HOOVER COMPANY, NORTH CANTON, OHIO
The oldest and largest maker of electric cleaners
The Hoover is also made in Canada, at Hamilton, Ontario

5 Great New Ships

TRANSYLVANIA
CALEDONIA
CALIFORNIA
TUSCANIA
CAMERONIA

Second to none in equipment and appointments for passenger comfort, these five new liners recently added to our New York-Londonderry-Glasgow Service form an important and outstanding feature of present day transatlantic travel; they make the old-established Route from

New York to
SCOTLAND

and
North of Ireland
via Londonderry

a most desirable one for beginning and ending a European Tour, the most logical one for those traveling regularly to Scotland for business or pleasure.

To lovers of outdoor life few places offer the attractions of Scotland, with its bracing, ozone laden air, great moors, sparkling streams and gem-like lakes

Links famous since the ancient game began await the golfer; splendid roads, revealing new vistas of scenic beauty at every turn; shooting and fishing afford exciting sport, while ancient castles and ivy-covered ruins enchant lovers of the romance with which Scottish history and literature is filled. Old time inns abound with hearty welcome from genial hosts and all the comforts of well-equipped hotels.

For literature and full particulars apply

ANCHOR LINE
25 Broadway New York
or Branches and Agencies

MOTORING AND AVIATION

Continued

and should be taken by all who can spare the time and want to see some of nature's wonders not to be found in any other part of the globe.

The Theodore Roosevelt International Highway skirts the northern boundary of the United States, and while not as popular through the West as some of the other highways, is very popular through the East. It is paved or graveled most of the way from the Atlantic to the western Minnesota State line, after which it is mostly dirt road to its western terminus; crossing the northern part of New England it traverses this section's best-known playground, the White Mountains. Then it goes west through the Islands of Lake Champlain, along the St. Lawrence River, passes the Thousand Islands and skirts the southern shore of Lake Ontario to Niagara Falls and crosses Canada to Port Huron. From here it follows the East Michigan Pike to Mackinaw and crosses to St. Ignace, then through the Northern Peninsular to Duluth and then to Grand Forks and west on the most northern through route.

The Custer Battle-field Highway is popular from Des Moines to Yellowstone Park as it is scenic and takes one through the Black Hills region. This highway has been relocated through Iowa to take advantage of some of the improved gravel roads of the State and eliminates much of the dirt road found on the old location.

MORE AUTOMOBILES NOW THAN TELEPHONES

TWO million more motor-cars than telephones are now in use in the United States, according to statistics published by the Western Electric Company, whose census shows "17,740,236 motor-cars in operation as against 15,369,454 telephones—in other words, 100 motor-cars for every 86 telephones in this country." In France, the situation is still more interesting, and Mr. James E. Pearson tells a Brooklyn *Eagle* reporter:

Surprisingly, France has an even greater proportion than the United States. Latest figures show 573,967 motor-cars in operation there, against 524,592 telephones, or 100 motor-cars to every 81 telephones.

No other country has yet as many motor-cars in use as telephones, tho in Australia and Great Britain, among the larger countries, the ratio is nearly equal. Australia has 258,477 telephones, 205,000 motor-cars. Great Britain has 1,045,928 phones and 778,211 automobiles. Each will probably have more motor-cars than telephones within two years.

The telephone has been of considerable assistance to the automotive industry in determining markets and prospective markets for motor-cars. In some quarters the idea has been advanced that the two should go hand in hand in their development. Each has become a necessity in life, tho only a few years ago each was looked on as a luxury. The telephone, of course, is relatively inexpensive as compared to a motor-car. Yet no country has greater need for the telephones than for transportation. Business houses and individuals require the former in the daily conduct of their affairs and their life; so, also, do they

American Express

TOURS TO

Europe

(ESCORTED)

Planned and conducted by experts, these tours offer delightful summer trips abroad. Interesting itineraries varied as to time, places and costs.

Spring and Summer Tours to Europe, \$1350 and up.

Special Summer Tours to Europe, \$755 and up.

Six Weeks European Summer Vacation Tours, \$673.

International Students' Tour to Europe, June 27th to August 31st, \$793.

Holy Year Pilgrimages to Rome.

Limited Expense Tours to Europe on Tourist Cabin basis, \$310 and up.

North Cape Cruise Tour—June, July.

SOUTH AMERICAN Summer Tours Sailing in July.

INDEPENDENT TOURS—to Europe at any time. All details arranged. Booklet.

DOMESTIC TOURS—Escorted or Independent—Alaska, Nat'l Parks, California, Saguenay, Bermuda.

Information promptly given regarding these and many other tours. Write today for beautifully illustrated booklet "To Europe in 1925".

AMERICAN EXPRESS

Travel Department

65 Broadway, New York



Answers every question you'd ask about what you should do socially—

not only in society, but in business, in politics, and at home—

Mrs. Post's Brilliant Blue Book of Social Usage—

ETIQUETTE

You should have it. One of "ten best sellers." 100,000 sold. 639 pages. Illustrated. Crown 8vo. Cloth, \$4. net; full leather, \$7.50. net. Postage, 18c extra. Funk & Wagnalls Company, Publishers, 354-360 Fourth Ave., New York

need motor-cars, and in this respect the two are strikingly similar.

Because of the greater number of motor-cars in the United States, the total number of automobiles in the leading countries the world over is to-day in close proximity to the number of telephones. Latest figures show there are now 20,586,840 motor-cars in the world's leading countries, as against 22,663,347 telephones.

Japan, Poland and Hungary are the only great countries where there are more than ten telephones to each motor-car. Japan has almost no good roads, which largely accounts for her exceedingly low ratio. Poland and Hungary are still suffering heavily from the ravages of the war. So are Germany, Austria and Czechoslovakia—other countries where the ratio is at greater variance than it would be under normal economic and political conditions.

THE PROBLEM OF THE "BORROWED" CAR

OUT of 57,770 automobiles stolen last year in 28 index cities, 47,484 returned to their owners, we read; so the question arises, How many of them were simply "borrowed"? As William Ullman points out in an article distributed through the Ullman Feature Service, there is a lot of this "borrowing"—the informal nabbing of cars "for a joy-ride, a thrill, or perhaps press of necessity." According to Mr. Ullman,

Of the 10,064 motor-vehicles stolen from the streets of New York City last year 7,101 were subsequently recovered. In Chicago the recovery was even higher, 4,038 out of 4,946 stolen cars being recovered the year they were stolen. All index cities considered, the percentage of recovery reached the surprising figure of eighty-three.

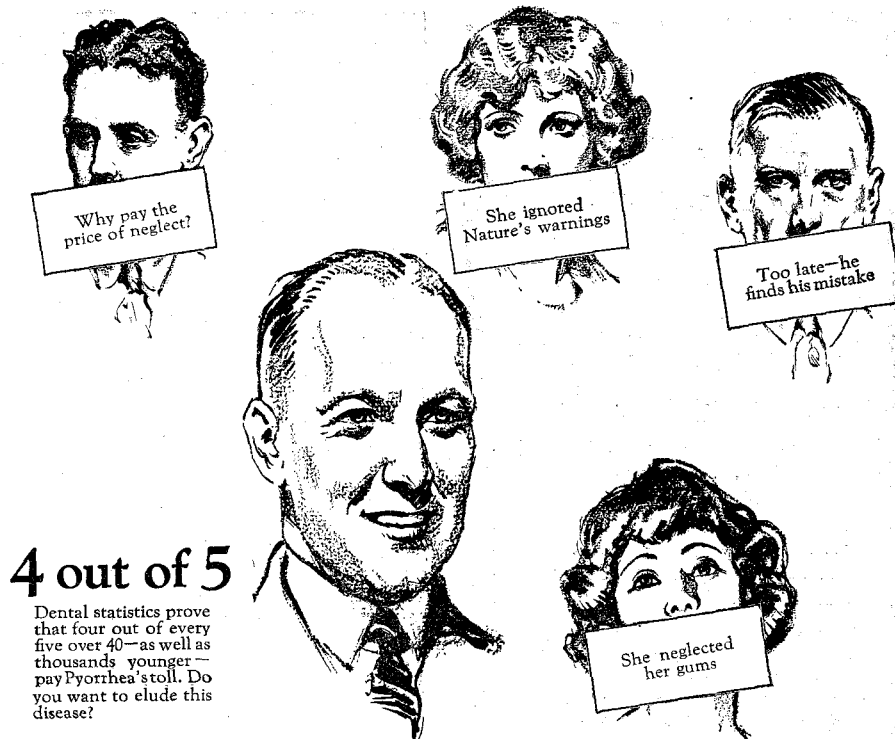
Eighty-three per cent. of the supposed theft of automobiles, therefore, is either failure to get away with it, ignorance of the difficulties involved, stringency of the certificate-of-title laws or a mere desire to borrow a car a few hours or days. No definite investigation of the subject has been made, but circumstances surrounding the recovery of a large percentage of missing cars indicate that promiscuous borrowing of cars figures largely in the matter.

The records of insurance adjusters reveal many so-called recoveries of missing cars as merely a matter of chancing to find cars that have been abandoned. Cars are frequently found with empty gasoline tanks, indicating the amateur nature of the theft.

It is pointed out that the professional car-thief seldom attempts to drive out of the city the night or day of the actual theft, preferring to take the car to some back-alley garage where he can make such substitutions and alterations as are necessary in avoiding detection. He always has plenty of gas when he sets out on the actual flight.

Many persons who have been caught with cars not belonging to them were found to have little or no money. They could not get further than the contents of the gas tank, and in many cases had no desire to. They just wanted transportation for the time being. In such cases any car that happened to be unlocked answered the purpose.

The large number of stolen cars found wrecked along the roads is also construed as proof of the amateurishness of the average car-thief of to-day. Very often the



4 out of 5

Dental statistics prove that four out of every five over 40—as well as thousands younger—pay Pyorrhea's toll. Do you want to elude this disease?

Your teeth are only as healthy as your gums

The gums are the keys to health. You must keep them firm, strong and healthy or your teeth will begin to loosen and eventually come out. This is one of the penalties of Pyorrhea.

But there are others even worse. Pus pockets form and generate poisons that drain through the whole system.

Prevent Pyorrhea with Forhan's

Don't wait for tender, bleeding gums to warn you of Pyorrhea's coming. Ward it off by going to your dentist regularly and using Forhan's For the Gums twice a day.

This safe, efficient, pleasant-tasting dentifrice counteracts the effects of harmful bacteria, hardens soft, tender gums, keeps them sound, firm and pink. Furthermore, it cleans and whitens the teeth and keeps the mouth fresh, clean and wholesome.

Even if you don't care to discontinue your favorite dentifrice, at least start brushing your gums and teeth once a day with Forhan's.

It is a preparation of proved efficacy in the treatment of Pyorrhea. It is the one that many thousands have found beneficial for years. For your own sake, make sure that you get it. Ask for, and insist upon, Forhan's For the Gums. At all druggists, 35c and 60c in tubes.

Formula of R. J. Forhan, D. D. S.
Forhan Company, New York

Forhan's

FOR THE GUMS

More than a tooth paste—
it checks Pyorrhea



are You going to Colorado Yellowstone Glacier

Our booklet describes a new,
inexpensive, better way to go
—mail coupon for it now

Be sure to learn about Burlington Escorted Tours before you decide upon your trip. Ten to 14 days of carefree enjoyment. All expenses included. Costs reduced to minimum. Experienced travel experts plan and manage these tours—no bother, least cost, greatest comfort and enjoyment. Mail coupon now for free booklet giving complete details.

Mail this for free booklet

Burlington Escorted Tours, Dept. 21-S
547 West Jackson Blvd., Chicago, Ill.

Please send me free booklet describing
Burlington Escorted Tours to Colorado,
Yellowstone and Glacier.

Name

Street

City

State



Be
Scotland's
Guest at
Gleneagles

GLENEAGLES HOTEL is the front door to the most beautiful and romantic region in the world—the Scottish Highlands. The Hotel is a palace built by the London Midland and Scottish Railway to be worthy of Scotland and Scotland's guests. Fast trains with restaurant cars and sleeping cars serve Gleneagles day and night.

L M S

Literature and advice from John Fairman, L.M.S.
Agent, 200 Fifth Avenue, New York, or from
any office of Thos. Cook & Son.

Europe Small Select Parties
leaving June and July
Cost from \$540, including all expenses
Boyd Tours, Inc. BOOKLET ON REQUEST
(Est. 1896) 1819 Broadway, New York

Keep Papers in Business-Like Order!

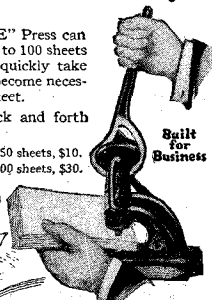
Only with a "CHALLENGE" Press can you securely fasten from 50 to 100 sheets of paper together, then as quickly take them apart again should it become necessary to add or withdraw a sheet.

A stroke of the handle back and forth does it all.

"CHALLENGE" No. 1, cap. 50 sheets, \$10.
"CHALLENGE" No. 2, cap. 100 sheets, \$30.

EDW. L. SIBLEY MFG. CO., Inc.
Bennington, Vermont

At your
Stationer's—see write



MOTORING AND AVIATION Continued

thieves do not even take the trouble to familiarize themselves with the peculiarities of the make of car they select, and they come to grief by reason of the simplest of mistakes.

This is usually the case where the car is being used for the convenience and transportation solely of the "borrower," but where hairpins and other evidences of joy-riding are found the wrecking of the car is not necessarily confined to mere unfamiliarity with its operation.

Almost invariably the amateur thief does not protect himself with an operator's license. The professional, on the other hand, realizing that it is a serious enough matter not to be able to display the owner's license for the vehicle should he be stooped in his flight, invariably protects himself to the extent of showing that he is duly licensed to drive automobiles. That lends an air of truth to whatever explanation he offers regarding his failure to procure an owner's license for the car.

The law generally requires the owner to carry his license with him constantly, and here comes in a circumstance that is frequently of assistance to the professional thief. As Mr. Ullman remarks:

Owners who do their own driving carry both owner's and operator's license in their pockets, but where several other members of the family may drive the car it is often the practise to carry the owner's license in the car. Some owners make it doubly convenient for the thief by putting the license in a card-holder and attaching it to the instrument board.

These points are seldom considered, however, by the prowler who just wants to borrow a stray car for a while. He is just as likely to steal an older model as a new one. He looks for the easiest and safest proposition, but he often takes the most difficult one without realizing it. The professional, on the other hand, never makes any attempt to undertake the job until he knows all its angles.

The "borrowed-car" problem is generally regarded as being a greater public menace than the commercial thievery of cars for the reason that it is a greater actual wastage of cars and the transportation they afford. While some one always loses by reason of an unrecovered car, it is also true that some one also benefits. The professional thief makes his profit and the car passes into the hands of some one it can serve. The losses involved in tracing the car are often extensive, but they seldom equal the losses involved in reconditioning the borrowed car.

Whereas the professional thief will take care to drive the car considerably, since he desires to get the best price for it and can not undertake to doctor it up for a good performance, the amateur will drive without oil and half wreck the car even if he abandons it in tranquillity and does not bring it to an untimely end against a telegraph pole. This difference serves to focus attention to the unwieldy dimensions of the "borrowed-car" problem at the present time.

In the last seven years every car but one stolen from Newport, Rhode Island, has been recovered. In the same period of time York, Pennsylvania, has lost but eleven. Here is the "borrowed-car" menace at its best. Professional car-thieves would prefer to work in bigger cities, where under-

ENTRANCE TO
CHARLES BRIDGE
PRAGUE
BOHEMIA

KOH-I-NOOR

The perfect pencil

"KOH-I-NOOR" is everywhere recognized as the world's most famous quality pencil.

It is the result of 130 years' experience in producing only the best.

It is made for you in Czechoslovakia, of finest British graphite and Southern cedar.

It's ready for you to try—today.
Price 15c—2 for 25c.

KOH-I-NOOR PENCIL CO., Inc.
34 East 23rd St., New York
Factory Established 1790

17
Lead
Degrees

"MEPHISTO" Copying Pencils give the most copies

NORWAY and WESTERN MEDITERRANEAN
JULY 1. SPECIALLY CHARTERED CUNARD
"LANCASTRIA", 53 DAYS, \$550 UP. ROUND THE
WORLD JAN. 20, 1926, 128 DAYS, \$1250 UP. MEDI-
TERRANEAN, JAN. 30, 1926, 62 DAYS, \$600 UP. EU-
ROPE TOURS, MAY-JULY; REASONABLE RATES.
FRANK C. CLARK, Times Building, New York

STUDY AT HOME

Directed by
The University of Chicago

Courses in English, History, Chemistry, Business, Mathematics, Education, Psychology, and 35 other subjects command credit toward a Bachelor degree. Begin any time. Address 63 Ellis Hall, University of Chicago, Chicago, Ill.

Ask for **Horlick's**
The ORIGINAL
Malted Milk

Safe Milk

For Infants,
Children, Invalids,
Nursing Mothers

Avoid Imitations

Start the Day Right with

ENO's

FRUIT SALT-DERIVATIVE COMPOUND

—first thing
in the morn-
ing take
ENO's
—World-
famous
Laxative
Health Drink

© 1925

All Druggists:
75c, \$1.25

Sales Agents:
Harold F.
Ritchie & Co.,
Inc., New York

Prepared only by
J.C. ENO, Ltd.
London, Eng.

(National Health Council Series)

EXERCISES FOR HEALTH

By Lenna L. Meanes, Medical Director Woman's Foundation for Health, Inc. Pictures of postures and descriptions of exercises for various types of persons. Size 4x6 inches. Bookstores, 30c; by mail, post-paid, 35c.

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

(National Health Council Series)

Food for Health's Sake: WHAT TO EAT

By Lucy H. Gillett, M.A., Supt. Nutrition Bureau, New York Asso. for Improving Condition of the Poor. An outline of what and how to eat for maximum efficiency and health building. Size 4 x 6 inches. Bookstores, 30c; by mail, post-paid, 35c.

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

world news travels slower and where the field is more fertile. When cars disappear from the streets of Newport for six years at the rate of from four to twenty-eight annually, and all are returned to their owners, it is obvious that there is no real permanent theft idea in the minds of the pilferers. They are either experimenting or just borrowing.

No account has been taken by the theft statisticians of the percentage of cars that are reported to the police as stolen, but which are being put through the process with the idea of making an insurance policy do double duty. There is also more than humor in the story told of the man who, finding himself tagged for overstaying his time in a limited parking district, went home and phoned to the police to advise that his car had been stolen.

Apparently as the net tightens upon the professional car-thief, as his market is being weakened by the increasing difficulties in registering cars of doubtful ownership, and as the law deals more rigidly with him, the amateur is left to do the meddling with other people's property and to manufacture the bulk of the annual loss inflicted upon cars that get out of their proper owners' hands temporarily.

The evil of borrowing cars has increased nearly 33½ per cent. since 1923. It begins to look like an evil that has already eclipsed the genuine menace.

"BLIND SPOTS" AND ACCIDENTS

THE main thing in driving a car is the ability "to know where you are going before you get there" and not merely "after it is too late," but, as we are reminded, the matter of the "blind spots" caused by obstructions to vision in the closed car is "only just beginning to get real attention." A contributor signing himself Automotive Engineer writes of this in the *New York American*, and, while noting that some makes of cars enable the driver to sit "in a position where he can see vehicles approaching from side streets as well as seeing clearly ahead," notes also that certain makes "have been very bad offenders" in preventing just that. As he remarks:

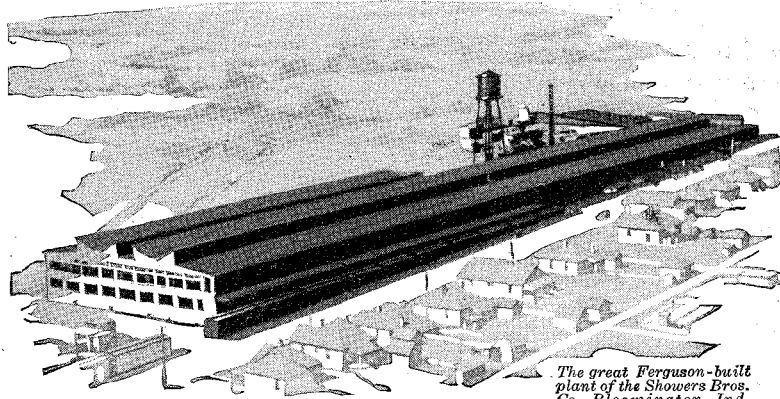
The pillars on either side of the windshield of a closed car have to be strong and substantial. Many makers have been able to accomplish this result by the use of steel pillars of strong but slender section. The result is that the vision of the driver is not cut down materially on the front, left, or right quarter view.

A bad feature is the blind spot at the rear of the car. It is not possible to have as clear a view behind as forward, and it is not necessary, but it is really necessary that a fairly clear view be had behind, not only as far as straight back is concerned, but also some sort of view out the rear quarter.

Naturally, the discussion of blind spots brings up the question of side curtains for open cars, and the writer observes:

At best the lights or windows in the curtains are only fairly transparent. After the curtains have been used a while they become scratched and turn yellow. This, combined with the fact that the cloth part of the curtain on many of them makes up by far the largest percentage of the curtain, makes them very bad offenders. Some of

Big Business Builds The Ferguson Way



The great Ferguson-built plant of the Showers Bros. Co., Bloomington, Ind.

"I didn't want anybody experimenting on our plant"

W. Edward Showers, President of Showers Bros. Company, largest manufacturer of household furniture in America.

"SIX YEARS AGO you did your first job for us. You got the contract because you had already built some of the country's best factories, and I didn't want anybody experimenting on our plant. You got our next job because you did the first one right—your plans were right and your price was right."

So writes Mr. Showers. The fine building pictured here is one of five that The H. K. Ferguson Company has designed and built for him. The sixth is now under way—entrusted to Ferguson's ability, accumulated experience and good horse sense in plant development.

When Ferguson does your building you deal with one capable concern, strike one bargain, pay one profit. You get a binding guarantee covering correctness of design, construction work, delivery date and total cost.

This is the way big business is building today—the General Electric Company, Procter & Gamble, Liggett & Myers, the National Cash Register Company and other great institutions. It's the way *you* can build, no matter where you are located or what type of plant you require. You, too, can save time and money by discussing your construction program with Ferguson.

If you are considering building, by all means write or wire for a Ferguson executive. At any rate, you should have "The Picture Book of a New Profession." It will give you a brand new idea of the speed and economy with which you can build. Write for a copy on your letterhead.

THE H. K. FERGUSON COMPANY

Cleveland Office: 4900 Euclid Bldg. • • Phone: Randolph 6854
New York Office: 25 W. 43rd Street • • Phone: Vanderbilt 4526
Tokio Office: Imperial Hotel, Tokio, Japan

Ferguson

GUARANTEED BUILDINGS

ALBRIGHT RUBBERSET

ALBRIGHT

TOOTH BRUSH

A PRODUCT OF

RUBBERSET CO.

Really Cleans All the Teeth!

Ordinary tooth brushes invite decay by leaving important surfaces of the teeth untouched. So 4,118 dentists designed, and 20,000 dentists now endorse—the ALBRIGHT TOOTH BRUSH, to reach the places usually never reached—between the teeth, on the uneven grinding surfaces, the backs of the back teeth. The tufts of bristles are wedge-shaped and widely spaced. They penetrate into every crevice. The ALBRIGHT is different in design and different in results.

45¢ 35¢ 25¢

Handles in five distinctive colors for quick identification of your tooth brush—White, Light Amber, Dark Amber, Ruby, Blue

RUBBERSET COMPANY, NEWARK, N. J., U. S. A.

Buy it in the Red Box

It gets in between where decay begins

The Literary Digest School and College Directory

LITERARY DIGEST readers seeking private institutions of learning will find in our pages between April 11th and September 12th the following Classified Directory containing the names and addresses of some distinctive residential schools; vocational, professional, special schools, and colleges. In the earlier issues will appear supervised summer camps. Advertisements describing these institutions will be found in the first issue of each month from April to September.

You are invited to write for information to any of the institutions in which you are interested. We list only such schools as we believe are under highly trained and public-spirited executives. Our School Advisory Department continues to serve, as it has for many years, our readers, the schools, and camps without fees or obligation. It is necessary for inquirers to give specific information that may aid us in giving prompt service.

Schools for Girls and Colleges for Women

Abbott Academy Andover, Mass.
Katherine Gibbs School 151 Commonwealth Ave., Boston, Mass.
Lindenwood College Box 725, St. Charles, Mo.

Summer Schools

American Academy of Dramatic Arts Room 258-D, Carnegie Hall, New York
Culver Summer Schools Box T, Culver, Ind.
Huntington Summer School 316 Huntington Ave., Boston, Mass.

For Backward Children

Devereux Schools Box L, Berwyn, Pa.
Stewart Home Training School Box C, Frankfort, Ky.
The Woods School Box 160, Langhorne, Pa.

Vocational and Professional

Bliss Electrical School 269 Takoma Ave., Washington, D. C.
Colorado School of Mines Box T, Golden, Colo.
Michigan College of Mines 260 College Ave., Houghton, Mich.
New Mexico School of Mines Box P-4, Socorro, New Mexico

Boys' Preparatory

Peddie Institute Box 4-P, Hightstown, N. J.
Racine College School Racine, Wisconsin

Special

Martin Institute for Speech Defects 405 De Witt Park, Ithaca, N. Y.
Smith School 1307 Walnut St., Philadelphia, Pa.

MOTERING AND AVIATION

Continued

the makers have gotten around this by making the curtains at the front doors, where the driver is most likely to need visibility, much larger than at the sides and back. This helps materially, and it would be well worth while and a matter of safety for those who have side curtains that do not permit of proper vision at the front of their cars to have a curtain-maker increase the size of the curtain lights on the two front curtains. The cost is low and the money spent may be the means of preventing an accident.

The small quarter lights, as the lights at the right and left rear corners of the car are termed, help materially in lighting the interior as well as giving the driver a view to the rear in maneuvering his car in a small space. It is not always a collision with another car that has to be avoided. A great many of the dents in body and fender are caused by backing the car into place in a garage where other cars or garage pillars are in the way. Drivers who can not see often take a chance and back up until they can feel their car touch something. This is a dangerous and costly practise, because the impact of a car weighing from one and a half to two tons, even at two miles an hour, is sufficient to dent a fender or body and to badly scratch and mar the finish.

But it is not only the driver who must be considered, and the writer goes on to speak of the comfort and enjoyment of his passengers as affected by their ability or inability to see out:

It is against the instincts of human nature to travel along while being boxed in. Perhaps you have wondered why it is you can travel swiftly along in one car and feel perfectly relaxed, while in another car at the same speed a feeling of tense uneasiness prevails. If you will stop to think you, perhaps, will find that in one car you were able to clearly see the road ahead and on both sides of you, while in the other car you could only see certain portions of the road on account of the many blind spots in the sides of the body.

The passengers in the rear compartment of a car are entitled to a full view in all directions. If the rear quarters of the car are closed in too much the view is badly obstructed and a feeling of uneasiness created. This feeling is heightened by high speeds or rough roads. If the passenger is at all inclined to be nervous riding in such a car may be real mental torture.

There is an instinct in man which makes him like to see where he is going. This same instinct prompts him to like to travel so that the level of his eye is about the same as if he were walking. When he is lower than that he is often just as uneasy as when he is higher. This same instinct prompts him to wish to clearly see where he is going and what is coming toward him. Altogether it must be admitted that these are very safe and wholesome instincts which can well be catered to by the automobile body-designer.

Most of the newer cars do bring the eye level to about the right height and no one can deny that the new cars are much more comfortable if only for that reason alone. Quite a few of the cars, however, still have the blind spots.

The all-steel body has done much to show what can be done in the way of clear

vision. Some of the front pillars on the all-steel cars are remarkably slender, and yet they are strong enough to maintain the proper strength and rigidity of the body. In the ordinary body there is a wood piece surrounded by steel sheathing. It is a growing tendency on the part of body-makers to eliminate more and more wood from the body, so that while the body may not be an all-steel type it may have all-steel pillars and other parts. The all-steel pillars are naturally more slender, and yet nothing is sacrificed in the way of strength.

A point too often overlooked is "the blinded vision caused by too long a visor over the windshield," and the writer observes:

This particularly affects the occupants of the rear seat. The front compartment occupants can look out and up because they are close to the visor. The angle of vision from the rear seat is very much more curtailed. This does not make much difference on the level roads or in the city, but it is very exasperating when driving through mountainous or scenic country.

Even the ordinary top cuts off much of the view in a case of this kind, but the visor makes the situation very much worse, especially when descending a hill. For this sort of traveling, a visor that can be lowered and raised at will is very much to be preferred, but, unfortunately, as these are not apt to retain their good appearance as long as the fixt visor, they are passing out of existence.

The use of auxiliary devices to increase the visibility is a very good practise. Good rear view mirrors should be part of the equipment on all our cars. In some States they are making it compulsory for trucks to carry them, and many of the most progressive makers are putting them on as regular equipment. They can be mounted over the windshield or on an arm that projects out the side of the car. Another good thing to have on any car is a large rear light or window. Some of the lower priced cars are naturally not so well equipped in this respect. It would really pay the owner of a car of this type to purchase a good, large-glass rear light. We are speaking of open cars, of course, as all of the closed cars are quite well fixt in this respect.

Too Much to Expect.—"Look here," he said, "I'm going to leave. I've never seen such dirty towels in my life, and I can never find any soap."

"But you've got a tongue in your head," was the landlady's curt reply.

"Yes," was the quick response, "but I'm not a cat."—*Tidbits (London)*.

Architectural Effect.—Old Farmer Gulletson, of Raspberry Acres, having sold the south forty, took his bride of fifty years before on a trip to Europe.

"Look, S'manthy!" he exclaimed, as they gazed upon the leaning tower of Pisa; "the fella musta been drunk when he built that silo."—*Life*.

Not Too Urgent.—"Toofus!"

"Yes, sir?"

"Call up my dentist and see if he can make an engagement with me. And, Toofus!"

"Yes, sir?"

"Don't press him."—*Louisville Courier-Journal*.

To EUROPE

Let Us Help You Plan Your Trip



Ships aggregating 1,200,000 tons.
236 passenger sailings this year.

From New York, Boston, Montreal
and Quebec to all principal Euro-
pean ports.

Complete range in cost and type of
accommodation.

Cabin class rates as low as \$135.
Second cabin \$132.50. New Tour-
ist Third Cabin, round trip \$155
and up.

Offices in principal cities, agents
everywhere at your service.

The success of your European vaca-
tion depends very largely upon the
careful planning you do in advance.

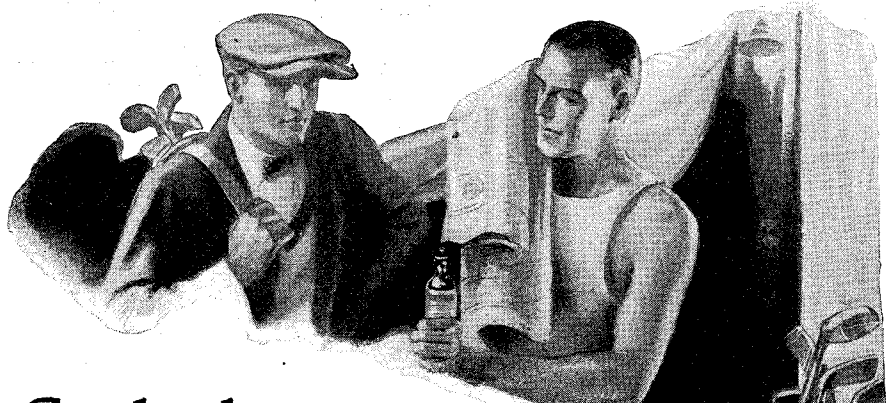
Choosing the right ship is a matter of
vital importance to you. In making
this choice and in arranging numer-
ous other details, the service of our
organization, with its more than half
century of experience, is freely placed
at your disposal.

For booklets and full information address the Company's
office at New York, Boston, Washington, Philadelphia,
Baltimore, Atlanta, New Orleans, Pittsburgh, Cleveland,
Detroit, St. Louis, Montreal, Chicago, Minneapolis,
Seattle and San Francisco; our offices elsewhere or any
authorized steamship agent.

WHITE STAR LINE

ATLANTIC TRANSPORT LINE • RED STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY

No. 1 Broadway, New York, N. Y.



Get back your winning muscles

These are the muscles kept constant-
ly fit with Absorbine, Jr. — a rub-
down that acts at once.

If you are muscle sore, a rubdown
with Absorbine, Jr. will take out the
stiffness, and put back the old
strength.

It's a liniment that heals strains. An
antiseptic that kills germs. It is stain-
less, agreeable and stimulating.

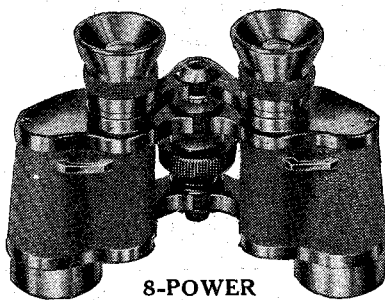
Get into form for golf, tennis and
gardening, and long motor drives
—with Absorbine, Jr.!

At all druggists, \$1.25, or postpaid,
Liberal trial bottle, 10c., postpaid.

W. F. YOUNG, Inc. Springfield, Mass.



See Objects Miles Away!

8-POWER
WAR BINOCULARS

RECEIVED! Limited quantity GENUINE imported French and German Army Officer's Binoculars. 8-Power. Achromatic lenses; same used by famous European Army Commanders. We have supplied hundreds of them to U. S. Army and Navy Officers. Such powerful Binoculars usually sell for \$44 to \$55. Our price (while they last) complete with genuine leather case and carrying straps **\$21**

10-DAYS FREE TRIAL

Send NO Money! Nothing To Pay Postman!

See them! Examine them! Try them! If satisfied, after 10 DAYS TRIAL, you may pay at rate of

\$4 A MONTH

or, if you wish to pay cash, after 10 DAYS, take **\$19.50**
Discount and send check or money order for.....

BROADEN your field of vision! Don't live in a cooped-up area! A new world will open up for YOU with a pair of these Wonder Glasses. You'll see things others can't. People, Scenes, Views, Games of ACTION brought right to your feet! The joys of outdoors are not complete without them. The greatest pleasure giving INVESTMENT one can make. Indispensable for sports:—baseball games, motoring, camping, yachting, hunting, hiking, races, bird and nature study, etc. SENT ON 10-DAYS FREE TRIAL.

ACT! QUANTITY IS LIMITED! ORDER TODAY! Send NO Money!



a Generations of Honorable Dealings

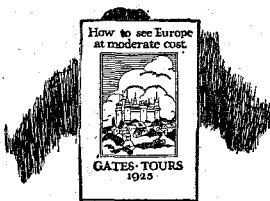
WASHINGTON JEWELRY CO.

Importers and National Mail Order House

365A Washington St., Boston, Mass.

If you wish to tell us something about yourself—it will be appreciated. Send for Jewelry Catalogue.

PATENTS. Write for our free Guide Books and "Record of Invention Blank" before disclosing inventions. Send model or sketch and description of invention for Inspection and Instructions Free. Terms reasonable. Prompt Attention. Highest References. **VICTOR J. EVANS & CO.**
759 9TH WASHINGTON, D. C.



Before you decide on your European trip—
be sure to get our booklet

THIRTY years of successful management by skilled travel experts assure you the utmost in travel economy, comfort and convenience, when you take Gates Tours.

A 30 day tour costs you only \$470. Longer tours up to \$1195. Sailings from March to August.

Be sure you see our booklet, "How to see Europe at Moderate Cost," before deciding on your European tour. Send for it today. It's FREE.

Mail this coupon today!

Gates Tours, Dept. H-11, 225 5th Ave., N.Y.
Send me free your 1925 booklet.

SCIENCE AND INVENTION

Continued

OUR BILLION-YEAR-OLD WORLD

EXPLODING atoms, changing uranium into lead, are giving geologists a clue to the age of the earth, according to Science Service's *Daily Science News Bulletin* (Washington). Science is beginning to learn how to read the radio-active time-clock that is contained in many of the rocks of the earth's crust. We read:

An age of at least 1,250,000,000 years has been assigned to the earth by experiments reported to Prof. A. C. Lane of Tufts College, chairman of the National Research Council committee on estimation of geologic age by atomic disintegration which is carrying on extensive investigations. Dr. H. V. Ellsworth, of the same committee and of the Canadian Geological Survey, Ottawa, has made chemical analyses of the original crust of the earth in the Canadian region, and the relative amount of the radioactive elements and the lead decomposition products indicates that those minerals date back a billion and a quarter years in that region. Professor Lane in a report to the Canadian Mining Institute called attention to this method as about the only way of safely matching beds and determining their order in the early days before there were any well-marked fossils, in the ages which he calls "collozoic" because the animals may have been but jelly. Of course, even these immense stretches of years do not go back to the time when the earth was molten, and Dr. T. C. Chamberlin of Chicago has doubted if it ever was. But Dr. Lane has pointed out a possible way of figuring how long ago it was, if it was.

The lead derived from radium, while indistinguishable in every other way from ordinary lead, is slightly lighter, the weight of its atom being 206 while that of ordinary lead is 207.18. On the other hand, thorium also yields lead which has a little greater weight, say 208. Now why should not lead from different places have more range in weight? Dr. T. W. Richards of Harvard, the famous chemist and Nobel prize winner, has suggested that ordinary lead dates back to a molten earth, and it was the mixing that then took place which makes the atomic weight so uniform, generally speaking. Kirsch, the geologist, has suggested that both thorium and radium are produced from uranium, but at different rates.

Dr. Lane has figured that if Kirsch and Richards are right, some 240 million years earlier than the earliest known mineral cited by Kirsch, the uranium must have contained the atoms changing to thorium and to uranium in such proportions that they would give ordinary lead, so that if ordinary lead was formed that way the molten condition of the world antedates the ancient granites of Moss in South Norway about a quarter of a billion years.

Even these are not the earliest minerals known, yet, making some allowance for lead not so derived, it is assumed that they are 900 million years old. Thus geologists can say that there is no reason to believe the earth crusted over less than 1,100,000,000 years ago.

On a recent trip to Europe, Dr. Lane secured chemical analyses which show that the Katanga region of Africa, which is now producing radium and copper at low cost, is twice as old as the last time of geologic upheaval in the Appalachian region of the

Here's a Fine Stub

The Esterbrook Judge's Quill is a favorite among writers who like a fine-pointed stub pen, resilient in action.

Whether you prefer a stub, fine or oval point, there is an Esterbrook pen designed exactly to fit your handwriting.

Send for Interesting Booklet

Booklet of 100 historic autographs and the 12 most popular pens in the world sent on receipt of 15 cents.

Address Department D

Esterbrook Pen Mfg. Co.

Camden, N.J.

Canadian Agents,
Brown Bros., Ltd.
Toronto.



Always a FRESH
Esterbrook

Beech-Nut
Peanut
Butter

THE peanuts for Beech-Nut Peanut Butter are roasted facing a north light, the light that the artist wants. For the color must be carefully watched and the roast stopped at the second of flavor perfection. Children love it. Hostesses use it in refreshments. And cooks add it to recipes—for sheer, pure flavor.

HAY FEVER: Its Prevention and Cure

By Wm. C. Hollopeter, M.D.

A newly revised and authoritative book for both laymen and physicians, giving the history of Hay Fever, the causes of it, how it may be prevented, and its treatment, with special emphasis on the new immunizing Method.

12mo. Cloth. 424 pages, Illustrated. \$2.00 net; by mail, \$2.15.
Funk & Wagnalls Company, 354-360 Fourth Ave., New York

THE SEMI-INSANE
AND THE SEMI-RESPONSIBLE

A MODERN SCIENTIFIC WORK

By Joseph Grasset, Professor, University of Montpellier, France. Translated into English by Smith Ely Jelliffe, M.D., Ph.D., Fordham University, New York City.

You'll be surprised at the important part that semi-insane persons play in literature and on the theatrical stage and in the world's affairs. And you'll learn about the "crazy" notions and antics of semi-insane people who rank high in public esteem. Dr. Grasset also describes hallucinations, psycho-sexuality, perversions, and other abnormalities and discusses the medico-legal aspect of crimes committed by persons in the mental no-man's-land. 450 pages.
8vo. Cloth. \$2.50, net; \$2.68, post-paid.

FUNK & WAGNALLS COMPANY, Publishers 354-360 Fourth Ave., New York

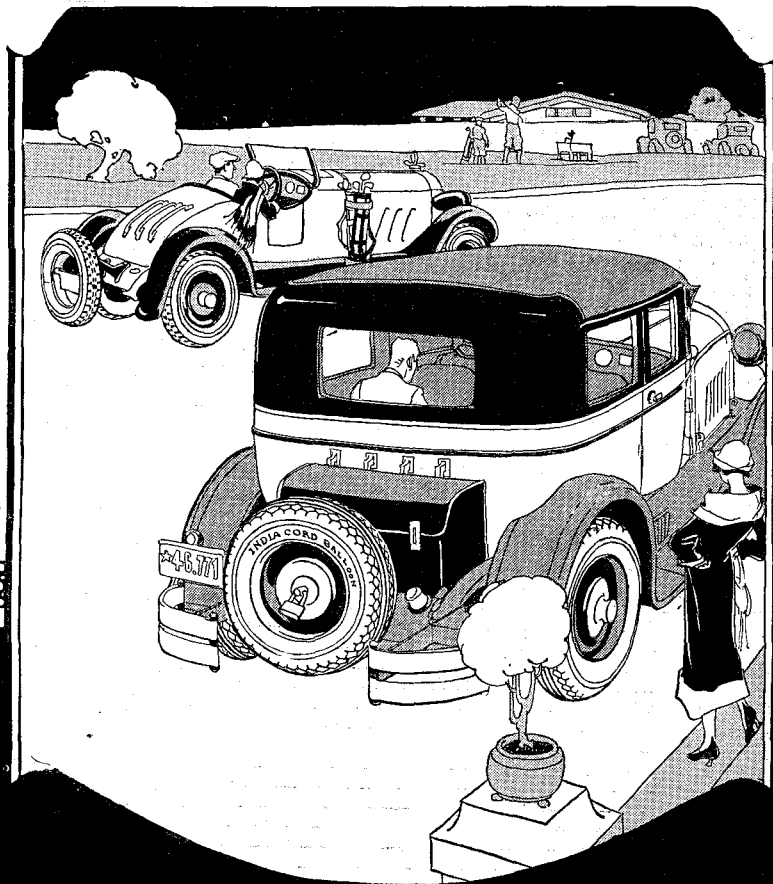
eastern United States, and half as old as some Canadian rocks. He believes that radioactive methods of settling the ages of rocks will unravel the structure of ore-depositing intrusive rocks in Canada, which now lead the world in silver and nickel production and are overtaking the Rand in gold.

WANTED: A GOSPEL OF SCIENTIFIC UNITY

THE unity of nature is the gospel that should be preached at the present day, thinks Dr. Edwin E. Slosson. It would be well, he believes, if there were injected into modern science something corresponding to the spirit of fierce monotheism that the Jew and Mohammedan injected into theology, to counteract the tendency of the specialist to set up his own ology as an independent god and make all the other ologies bow down to it. Here, he says, is the opportunity of the teacher of science. In the high school are fresh brains which have not yet been partitioned off into the idea-tight compartments for segregation of the several sciences. Teachers have a chance to give young men and women "a vision of the promised land from a Pisgah peak before it has been divided up among the twelve jealous tribes." Says Dr. Slosson in an article on "General Science" contributed to *School Science and Mathematics* (Chicago):

It is often said that a unified view of the universe, that is to say, a philosophy of nature, has now become impossible owing to the vast accumulation of facts material by a century of research. But I do not believe that that is the difficulty. I think it is more that philosophy has gone out of fashion. It is true that no man can even read all the literature of a single science. He can carry in his mind only a small and decreasing fraction of the data. But, on the other hand, new generalizations are continually being discovered that embrace wider ranges of phenomena, and so relieve the mind of its burden of detail. A high school text-book of chemistry or physics, which can be read in a few hours, contains a greater amount of reliable information than all the volumes in existence a hundred years ago. The task of becoming master of universology is easier now than it ever was, but the desire is lacking.

Dr. Slosson illustrates this point by reference to two recent popular books, "The Outline of History" and "The Outline of Science." The history was the work of one man, H. G. Wells, and Dr. Slosson considers that it met a long unfelt want of the public by presenting in readable form a complete and up-to-date conspectus. It reflected the tastes and prejudices of the author but it derived force from the fact that it "had poured entire through the narrow channel of one man's skull." But when the publishers wanted a companion piece to cover the field of science in similar fashion they could not find anywhere an author to write it. The best they could do was to get a professor of biology to edit the work, writing such of the chapters as he felt competent to do and calling in a dozen



Custom Built

A well known, nationally advertised tire, with a name and fame to sustain, *India* is still manufactured in small enough quantities to be custom-built.

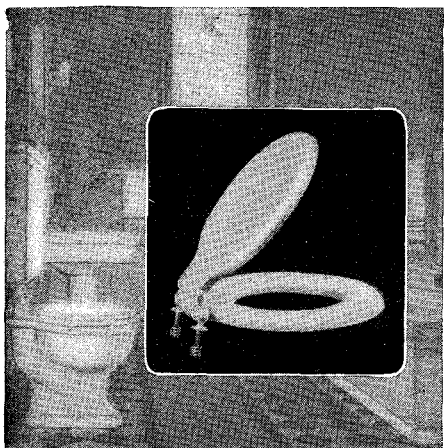
Most standard, well known tires today render good mileage. But there are several makes that give you more miles for the same money than others. *India* is one of them.

*The Extra Miles
Cost No More*

INDIA TIRE & RUBBER CO., Akron, Ohio

INDIA TIRES

J 34



Seat shown is No. 142

Are you proud to have guests go into your bathroom?

OR DO you wish, perhaps, that the bathroom was a little more up-to-date?

Improve the appearance of *your* bathroom. The important place to start is with the toilet seat. Old-style wooden, painted, or sprayed seats absorb moisture, hold odors, and in time crack and splinter. They become a detriment to the whole home—they are *unhealthy*.

Adds new beauty and safety

THINK of a permanently white seat that cannot become contaminated. That is the Church Seat. Its ivory-white sheathing (not a paint or enamel) will not absorb moisture, retain dirt or odors. As easily cleaned as porcelain. Lasts a lifetime. What a difference it would make in your bathroom!

Fits any bowl— easy to put on

You can easily attach one with a pair of pliers—or your plumber will do it at a small expense. Whether you rent or own your own home, you should own the toilet seat just like other bathroom fixtures.

Any plumbing store can supply you

THAT you may see for yourself just what this seat really is, mail the coupon. Do this now.

C. F. CHURCH MANUFACTURING CO.
Dept. G-1, Holyoke, Mass.
Established 1898

Church Seats

sani-white

Mail this Coupon today

C. F. CHURCH MFG. CO.,
Dept. G-1, Holyoke, Mass.

Send me a free sample showing the ivory-white sheathing of the Church Sani-white Toilet Seat and interesting folder.

Name.....
Street.....
City..... State.....

SCIENCE AND INVENTION Continued

experts to do the rest. The result, Dr. Slosson avers, is a useful book, but not so interesting as those Professor Thomson has written by himself, for it lacks coherence and continuity. He continues:

I have asked various people why some single scientist did not write the "Outline of Science" and they have invariably replied that it was because no person could so completely master the field of science as he could the field of history. But I do not believe it. I fancy that if you would heap up all the books on history extant beside all the books on science in the world, that the history pile would overtop the science pile. And the history pile would be much more difficult to master than the science because history is still mostly a mass of miscellaneous statements, not so carefully verified and hardly correlated at all. I believe an outline of science could be written by one author. I believe Wells could have done it. I think quite likely he will some time. He probably could do it with less trouble than the "Outline of History" for he was trained in science under Huxley, but had no such schooling in history. Whether the scientists would greet a one-man "Outline of Science" any more cordially than the historians greeted Wells's "Outline of History" may be doubted.

Turning from books to the classroom Dr. Slosson makes certain constructive suggestions directed at those educators who have charge of school and college curricula:

In the old-fashioned New England college, out of which our universities were hatched, it was the custom for the president to take the seniors in hand and give them a course in metaphysics and philosophy with the aim of weaving together into a firm fabric the several threads which had been spun in the various classrooms during the four-year course. The custom has fallen into disuse, perhaps because the modern university president is more apt to be an expert in politics or finance than in theology and metaphysics. Yet it seemed to serve a useful purpose by securing a certain perspective in the point of view and by unifying the curriculum. My criticism of it would be that the perspective, or orientation course, should be placed at the beginning of the college work, or earlier, instead of at the end of it. My opinion is confirmed by the fact that many colleges are now introducing such survey courses into the freshmen year, for history, or natural science, or both. These courses are in the formative period and often consist of a congeries of selections from the several sciences, not a unification of them all. This is due chiefly to the lack of teachers with the unitary point of view. In some institutions the unity of the course is confined to the common name and hour, for no one man can be found in the faculty capable of giving it. Yet the introduction of such fundamental orientation course is, in my opinion, one of the greatest advances in college education of the current decade, and I believe that it will eventually develop a new system of natural philosophy and sociology that will incorporate and unify the vast mass of scientific and historical facts that have been unearthed by the energetic research of the past hundred years.

THE TREASURES OF THE SEA

NOT the gold and jewels that undoubtedly have been sunk beneath its waves, but the valuable minerals dissolved in them. The ocean, says Dr. Donald K. Tressler, writing in the New York Times, is teeming with plant and animal life and its depths hold untold treasures. Altho apparently a nuisance and worthless, sea-salt is nature's storehouse to the chemist, for it contains all the valuable constituents of the earth's crust that have been leached out by the countless rains of former years. He goes on:

A gallon of sea water contains approximately a quarter of a pound of salt, and the entire ocean, if dried up, would yield approximately four and a half cubic miles of it.

The ocean is a history book which contains the chemical records of the earth's crust. The water emptied into the ocean by the rivers is such a dilute solution of salts that their presence can scarcely be detected by taste. Geologists have estimated the quantity of water flowing into the sea each year, the chemists have analyzed the water from thousands of streams and have determined the total amount of sodium in the ocean. From these data various scientists have estimated the age of the earth. Dr. F. W. Clarke has concluded that the age of the ocean is somewhat less than a hundred million years.

Sea water is mainly a solution of common salt, Glauber's salt, Epsom salt, gypsum, and potassium chlorid and sulfate. Approximately three-fourths of the saline matter is common salt.

In addition, sea water contains appreciable amounts of bromin, iodine, iron, silicon, carbonate and phosphate. Traces of fluorine, nitrogen, arsenic, boron, lithium, rubidium, cesium, strontium, manganese, barium, aluminum, copper, zinc, silver, lead, cobalt, nickel, gold and radium have been found.

The total amount of any of the elements occurring in the entire ocean is stupendous, Dr. Tressler tells us. Iodine exists in sea water only to the extent of about two parts per million, yet the entire ocean contains some 60,000,000,000 tons of iodine, valued at present prices at \$540,000,000,000,000. Science has never developed a profitable method of extraction of this element from sea water, but nature has. Many seaweeds extract iodine from the water in their life processes. By burning the seaweed and extracting the ash, iodine is obtained in the British Isles, Normandy, Norway and Japan. Potassium salts and bromine are by-products of the industry. To quote further:

Bromine is also obtained in a limited way from the mother liquor left after the crystallization of salt from sea water. Immense quantities of bromine might be recovered if all of the mother liquors from sea-salt manufacture were worked up.

California produces approximately 250,000 tons of sea-salt each year. If the French process of working up the mother liquors were in use in this country 7,000 tons of potassium chlorid, 68,000 tons of magnesium chlorid, 40,000 tons of magnesium sulfate and 600 tons of bromine would be produced. The value of the bromine alone would be approximately \$360,000. During

the World War several of the California plants developed important by-product industries, but when the price of chemicals fell these innovations were abandoned.

In 1923 sensational rumors were afloat to the effect that Germany had discovered a practical way of separating the gold from sea water and that she expected to produce enough of the precious metal in this way to pay her reparation debts. Recently it has been learned that the Germans were experimenting along this line, and were really able to produce gold in this way, but that the cost of recovery was many times the value of the gold produced. Ever since 1872, when Sonstadt demonstrated the presence of gold in sea water, there have been many wildcat schemes for "mining" gold from the sea. Most of these attempts have been stock-selling schemes which have capitalized man's cupidity and gullibility.

As in the extraction of iodine, nature is more efficient than man in separating potash from ocean water. Many seaweeds need potassium salts in their life processes and are able to concentrate it in their tissues. By burning these algae we obtain potash. At present, the potash is recovered merely as a by-product from the manufacture of iodine from seaweed, but in the eighteenth century seaweed ash was one of the chief sources of potash for soap manufacture, etc.

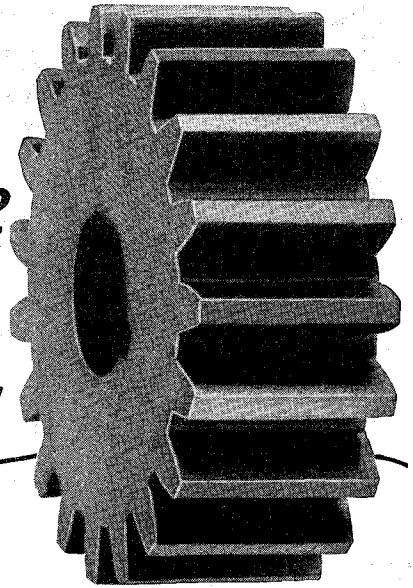
Sea water is slightly radioactive. Joly has estimated that one cubic mile of sea water contains on the average 77 grams of radium. This is less than three ounces, but is more radium than has ever been separated. However, its radioactivity can not be attributed solely to radium, and errors of great magnitude may have crept into the estimation.

WHIRLS AND THE EARTH'S ROTATION

IN DISCUSSING the recent tornadoes, writers have frequently mentioned the fact that "they always turn the same way," namely, in a direction which is opposite to the hands of a clock in the Northern Hemisphere and with the hands in the Southern Hemisphere. This turning is due to the rotatory motion of the earth about its axis. A writer in the *New York Times*, however, goes a little further and lays down a somewhat doubtful law—that this dependence of whirls on the rotation of the earth extends to "every little whirl in a river—yes, and the whirl often set up in the water of a wash-basin that empties from a hole in its center. In going through a forest, too, trees with a twist in the trunk often are to be seen. That twist, also, at this end of the world, always is against the clock, and so is the twist of 'water-spouts'—which are not water-spouts at all, but merely columns of thick, watery vapor." This statement is challenged by Frederick Drew Bond, of Mount Vernon, New York, in a subsequent issue of the same paper. He writes:

I recall in the junior year at Pennsylvania that when angular velocity was under discussion a young man arose and declared that water in wash-basins, when flowing out, always turned to the right. Goodspeed, who was then an assistant (now Professor of Physics), advised the class to try the experiment and report at the next meeting. The reports were hopelessly

There is a Big difference in Non-Metallic Gear Material



AND exact tests of the engineers show the qualities of Formica to very excellent advantage. They show that it will stand a higher impact test; that it will wear longer; that it is entirely free from warping and changing its shape and dimensions even when run in oil and heat.

Formica is successfully serving a wide variety of application in gears for all sorts of heavy and light machinery—from a heavy shear in a steel mill to a coffee grinder in a grocery store. It is used in the timing drive of leading automobiles.

The better showing of Formica under accurate test—its greater uniformity, and greater durability are due to original and important work done by Formica engineers and chemists in developing the material. This extensive research, constantly under way, has always kept Formica in the lead among phenolic condensation products.

Formica automobile timing gears for replacement purposes are made and sold by the Perfection Gear Company, Chicago, Ill.

Formica is used for radio insulation by more than 125 leading set makers and is sold by jobbers and dealers everywhere. It is extensively used for all sorts of electrical insulation, and for pump valves.

Write for booklet, "What Formica Is," or for the booklet, "Data and Instructions on Formica Gears." Mention which booklet you want.

THE FORMICA INSULATION COMPANY

4646 Spring Grove Ave., Cincinnati, Ohio

FORMICA
Made from Anhydrous Bakelite Resins
SHEETS TUBES RODS



Greater Mowing Economy With the New Ideal

IN THIS—the new model Ideal—is offered new mechanical features that mean added years of service, easier operation, less up-keep and greater satisfaction. In short, the reliable Ideal upon which leadership was built has been made a *still better Ideal*.

It is a labor and money-saver—certainly; but more important still, it is a practical, long-lived, trouble-free machine. It does the work of five or more men with hand mowers and rolls as it cuts. It builds a fine, well-kept, smooth lawn at a nominal cost.

Ask your nearest Ideal dealer, or write us for a copy of our latest catalog describing this new Ideal.

Ideal Power Lawn Mower Company

R. E. Olds, Chairman

420 Kalamazoo Street, Lansing, Michigan
New York, 13-19 Hudson St. Chicago, 11 E. Harrison St.

Dealers in all Principal Cities

IDEAL Power Lawn Mowers

(118)



Did You Ever Hold an Audience SPELLBOUND!

WHY is it that some men and women whom you have heard speak are able to hold an audience spellbound—are able to play upon the emotions of dozens or thousands of people as easily as the average musician plays upon his musical instrument? Why is it that these people can so commandingly and so gracefully stand before an audience and convince their listeners even against their wills—can hold their rapt attention—can bring tears to their eyes—can make them shake the walls of the building with their laughter—with such evident ease?

What Makes a Successful Speaker ?

Grenville Kleiser, the famous speech specialist, has found the answer. He has trained thousands upon thousands of men and women in every part of the country to become successful public speakers—men and women in all walks of life—and he can train you without requiring you to step outside of your home. This he can accomplish through his wonderfully interesting mail course in public speaking. No man or woman who can read and speak the English language can fail to be benefited by this remarkable method of instruction.

Funk & Wagnalls Company, Dept. 844
354 Fourth Ave., New York

Send me, without obligation, confidential information regarding Greenville Kleiser's famous Mail Course in Public Speaking.

Name.....
Address.....
City..... State.....

CONFIDENTIAL INFORMATION FREE

Just send us a post card or a letter, or write your name and address in the coupon and forward it to us, and we will mail to you in a plain envelope, printed material explaining in full the marked advantages of, and your opportunities for success with Greenville Kleiser's famous mail course in public speaking. All replies are held in strictest confidence. No agent will call upon you.

SCIENCE AND INVENTION

Continued

varied and the discussion broke up in laughter.

Not so many years ago a representative of a rather famous Western periodical asserted vehemently that a vortex in a wash-basin always turned to the right. In each instance the speaker, by the motion of his hand, showed that by right he meant in accordance with the motion of a right-handed screw, as it is called, whose movement is clockwise, when advancing forward. This led me to make some careful experiments on the water in a wash-basin. These experiments are harder to make than might be thought, for sometimes the vortex does not form till the water is almost gone, when the direction is very hard to desery. It will be remarked that if the force due to the earth's rotation be preponderant these vortices should turn in a counter-clockwise direction, which is the same as the direction of a left-handed screw advancing forward. (Left-handed screws are rarely made.) Also, it should be carefully noted that from the standpoint of one of the particles of water this means a drift to the right, if facing in the direction of motion.

In other words, the statement made by the young student at college and the representative of the Western paper agreed in contradicting what ought to be the fact, namely, that the vortex should be counter-clockwise, that it should follow the direction of a left-hand screw advancing and that from the standpoint of each particle the drift should be toward the right of its motion going forward. All these three descriptions are equivalent. When I made the experiments I tried to make allowance both for direction given to the water by my hand when pulling up the plug and for the influence exerted by the cross-pieces at the opening of the drain. When all allowance had been made, there was a quite appreciable preponderance of cases in favor of the clockwise movement.

It thus seems that in small vortices the effect of the rotatory motion of the earth is overbalanced by other factors which are not always easily detectable. Dr Anderson, in his 'Physics for Technical Students,' states in speaking of cyclones:

"Occasionally, due to some local disturbance, the wind may blow in a nearly opposite direction to that which would be expected by the above rule; but, in general, the surrounding air moves toward the storm center in a spiral path. The motion is counter-clockwise in the Northern Hemisphere and clockwise in the Southern. Any body in motion in the Northern Hemisphere (e. g., a rifle ball) tends to deviate to the right from its path, and in the Southern Hemisphere to the left."

He then gives a technical discussion of the reasons for this spiral path, and shows that when a moving body is not at the North Pole we must consider only the sine of the latitude to determine the effective factor of the earth's rotation. (At latitude 40 degrees this is a trifle less than two-thirds of the earth's rotatory movement.) But he adds in a note:

"Its effect on projectiles is very slight indeed. Thus, in latitude 40 degrees an Army rifle projectile veers to the right (no matter in what direction it is fired) by only about three inches on a 1,000-yard range. Due to the same cause, a heavy locomotive, when at full speed on a level track, bears only about fifty pounds more on the right rail than on the left."

Without entering into the simple, yet slightly complicated, calculation necessary to give the comparative energy of the water-motion in causing rotation, it is evident from the above quotation that this energy is very small in the slow-moving water in an ordinary wash-basin, which contains about two quarts (four pounds) of water. The slightest inequality in the shape of the basin, or of the movement of the hand in withdrawing the stopper, or of the construction of the cross-pieces or of the centering of the drainpipe will almost certainly introduce effective factors.

Whether trees in actual fact do always and with no exceptions whatever twist in a counter-clockwise direction in the Northern Hemisphere is a point of a good deal of interest, and on which those who live in forested districts should be able to give exact information.

"Those who live in forested districts" will doubtless be able to assure Mr. Bond that "twisted trees" of both kinds often occur impartially a few feet apart in the same "neck of the woods."

ELECTRICITY AS A LIFE-SAVER

TWENTY years ago few suspected that electricity would some day be a great direct factor in conserving life and health. However, thinks an editorial writer in *The Electrical World* (New York), that day has dawned with rosy promise. Civilization, he says, has ever been a process of replacing a natural environment by an artificial one, and it may be measured by the degree of this replacement as well as in any other way. We read further:

Man is biologically a creature of sunlight, and it begins to appear as if his indoor life has robbed him of some of the vitalizing action of solar radiation. If this be true, civilized human beings are bound to pay the penalty of lowered vitality, poorer health and shorter life. Much research is still necessary before the complete relation of the many cells and processes in the human body to various radiations can be laid bare. Many interesting facts, however, are already available. For example, rickets is proved to be due, in part at least, to lack of sunlight. Electric sources of ultra-violet radiation, such as the quartz mercury arc, are already doing much as a substitute for sunlight in the prevention and cure of rickety bones. Ultra-violet and other radiation also favorably influence many reactions in the body processes upon which life depends. X-rays are used to-day as much for treating disease as they are in their earlier applications of photography and fluoroscopy. The germicidal action of certain ultra-violet radiations is now well known and utilized. Many other applications of radiation are being studied or anticipated by research.

All these sources of radiation which are already being used for preserving and restoring health and thereby conserving human life are electrical and man-made ones with the exception of radium. Even to those who think in terms of kilowatt-hours the total present consumption of electrical energy by incandescent filament lamps, X-ray tubes, quartz mercury arcs and other arcs, in sterilization and in the many phases of radiation-therapy, would doubtless be surprisingly large. It is still more fascinating to note the promise of the future.

Why the KIMBALL has won Fame

THE approval of the Kimball has not been confined to a single group, nor to a limited area, nor to a short span of years. Artists of voice, of violin, of piano, have bestowed their highest praise; and teachers, students, schools, are among its devoted admirers. In homes from far north Alaska to tropical climes the Kimball is a cherished possession.



George Liebling, internationally famous pianist and composer, has recently added his name to the list of celebrated artists who enthusiastically praise the Kimball. For his tour of 1925-26 Mr. Liebling will use Kimball Pianos exclusively.

There is a Kimball of unquestioned excellence suited to your home

Catalog and dealers' names sent on request

W. W. KIMBALL CO.

(Established 1857)

Factory and Executive Offices:
CHICAGO, U. S. A.

W. W. KIMBALL CO., Dept. KL
306 South Wabash Avenue, Chicago, Ill.

Gentlemen: Please mail catalog and information on instrument marked X:

☐ KIMBALL Grand Pianos ☐ KIMBALL Reproducing Pianos
☐ KIMBALL Upright Pianos ☐ KIMBALL Phonographs
☐ KIMBALL Player Pianos

Name.....

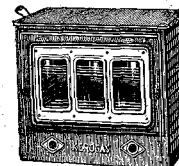
Address.....

The Cheapest Fuel Known

Cut down your cost of cooking by using ordinary kerosene. With an oil stove equipped with the patented Kerogas Burner, you get the same advantages you have in a gas range—but you spend less for fuel.

The Kerogas Burner uses only one part kerosene to 400 parts air—so you see how little it costs; and the steady Kerogas flame is always under perfect control. None wasted.

Don't buy an oil stove until you see the Kerogas *Genuine One-Piece Brass* Burner. Many of the best makes of stoves are equipped with it, and leading dealers carry them. Insist on a demonstration.



The KEROGAS Oven for Baking and Roasting

is a fitting companion for the Kerogas Burner. As reliable as any range oven ever made, and as durable. Gives sure uniform results because its temperature can be regulated perfectly by burner beneath.

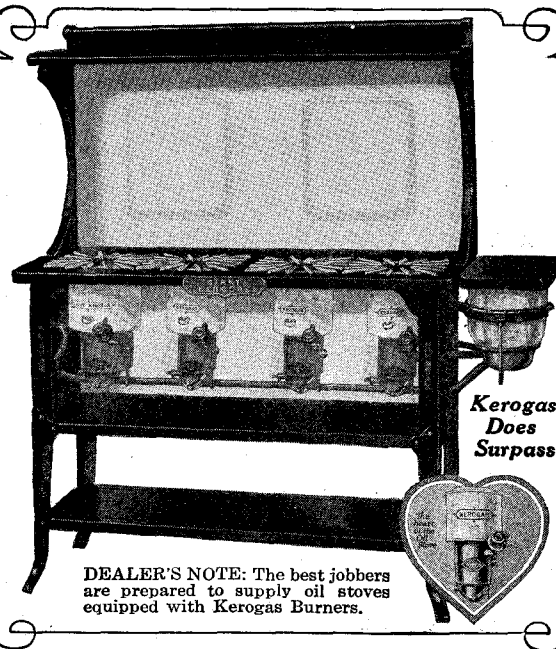
The Giant Kerogas Burner

Every "Giant Kerogas Oil Stove" equipped with "regular" Kerogas Burners also has one of the new Patented Giant Kerogas Burners. This "Giant" is capable of the most intense heat—when you need it quickly—but is easily regulated for ordinary use. You can get the new *Heavy Duty Giant Kerogas Oil Cook Stoves* equipped entirely with "Giant" Burners. Models equipped only with "regular" Kerogas Burners are also available.

PATENTED
KEROGAS
TRADE MARK
BURNER

Manufactured by
A. J. Lindemann & Hoverson Co.
1211 First Avenue
Milwaukee Wisconsin

Manufacturers of Burners, Ovens, Cooking and Heating Stoves and Ranges
Also the Celebrated L & H Electric Ranges and Appliances



Kerogas Does Surpass

DEALER'S NOTE: The best jobbers are prepared to supply oil stoves equipped with Kerogas Burners.

INVESTMENTS • AND • FINANCE

THE DODGE DEAL

A VARIED SIGNIFICANCE is found by editorial and financial writers in the group of transactions transferring ownership of the great Dodge Brothers automobile manufacturing business from the widows of the men who founded it to Wall Street bankers and the investing public. First of all, the purchase price paid for the concern, \$146,000,000, is said to be the largest single cash transaction in our industrial history. Then, the speed with which the banking group turned around and prepared an offering of securities to the public and the alacrity with which the public responded are considered tributes alike to the efficiency of the banking firm of Dillon, Read and Company, to the popularity of the Dodge brothers and their product, and to the enormous resources of the American investor. The amount of money available here for investment is simply incredible, reflects the *Philadelphia Record*, as it realizes that subscriptions to the amount of \$400,000,000 were offered for the \$85,000,000 issue of new Dodge preferred stock, and \$150,000,000 for an issue of \$75,000,000 worth of bonds. And, of course, notes a writer on the financial page of the *New York American*, "the transaction strikingly demonstrates the confidence placed in the future of the industry by the financial community. It is felt that car producers, having passed their time of mushroom growth, are successfully working out the problems that are associated with a period when annual increases will be proportioned by the gain in wealth and population of the country."

The Dodge Motor car plant, according to the *Detroit Free Press* in the city where it is located, "is the second largest automobile plant in the world." The Dodge brothers, John F. and Horace E., had been in the manufacturing business together in Detroit since the beginning of the century. Their first big contracts were for making parts for Henry Ford and at this time they acquired stock in the Ford Motor Car Company that they sold to the Fords in 1919 for \$25,000,000. In 1914 they began to manufacture automobiles in their own name, and retained exclusive possession of their concern until they both died in 1920.

The company has continued to prosper, but a *Detroit* correspondent of the *New York Evening Post* learns from banking circles that with the growth of the concern fear was felt for the safety of the estates of the two widows of the founders. "Suggestions were made that while the estates were valued at a big figure something should be done to conserve them, and the sale resulted." *The Michigan Manufacturer and Financial Record* of Detroit suggests that "the continual change in industrial activities presented a burden which the trustees of the estates were unwilling to bear."

At any rate, it so came about, as a *New York Times* representative learned in an interview with Clarence Dillon of Dillon, Read and Company, that "the interests who until the end of March were controlling the Dodge Brothers Company wanted to sell; groups of bankers began to consider bids, either for themselves or for corporate interests; and in the final meeting the bid offered by Dillon, Read and Company was higher than any other." According to *The Wall Street Journal* the successful bid was a cash offer of \$146,000,000. Officials of the Dodge Brothers estimate that the plant was worth \$44,000,000 and other assets \$46,000,000, making a total worth of \$90,000,000. So the other \$56,000,000 was paid for "good-will." Last year Dodge earnings are said to have exceeded \$17,500,000 on a gross business of \$191,000,000.

The sale was announced on April 1. On the ninth, a banking syndicate which had been organized under the leadership of Dillon, Read and Company began to pass out to the public the securities of the new Dodge Company. The securities consist of

bonds, preferred stock, and two classes of common stock, A and B. The first issue was \$85,000,000 worth of 7 per cent. preferred stock, each share carrying as a bonus a share of common stock, Class A. This was oversubscribed, as already noted, on April 9, and on April 11 an offering of \$75,000,000 of 6 per cent. bonds convertible under certain conditions into Class A common stock was similarly oversubscribed. The bankers will retain ownership of 500,000 shares of Class B common stock, which alone has voting power.

According to the *New York Evening Post*, "never before in the financial history of the country has so wide a response been given a public offering." And, as we read in the *New York Times*, "the large volume in terms of dollars has been surpassed before but few times in Wall Street's history: once in the case of the German loan of \$110,000,000 of bonds, which was overshadowed by subscriptions of seven or eight times that amount, and the recent French loan, which was also oversubscribed heavily, the total of subscriptions probably having passed the half-billion-dollar mark."

The outstanding feature in the whole transaction, as *The Ohio State Journal* (Columbus) sees it, is the fact that the good-will of the motor manufacturing concern was worth \$50,000,000 in cold cash. This, it contends, is a tribute to the Dodge brothers:

"They made their name mean something deserving of confidence in the machine field, the auto field and in financial circles. They put their name on their product, they made their product reflect the credit they had established, the product was as good as the name it bore. They worked for themselves, and a live man working for himself has a hard taskmaster. They pushed their business and held fast to the quality. They won confidence all over the land that their goods would meet the demand and stand the test. They were immensely wealthy when they died. They left enormous fortunes to their families, but they left something far more important. They left a name, a trade and manufacturing reputation that was worth \$50,000,000 and brought that amount in cash. That is the great monument left by the Dodge brothers."

The same thought is enlarged upon in a number of other newspaper editorials, but the *Albany Knickerbocker Press* makes the suggestion that the \$50,000,000 represents to a large extent the good-will that has been built up by national advertising of a good product:

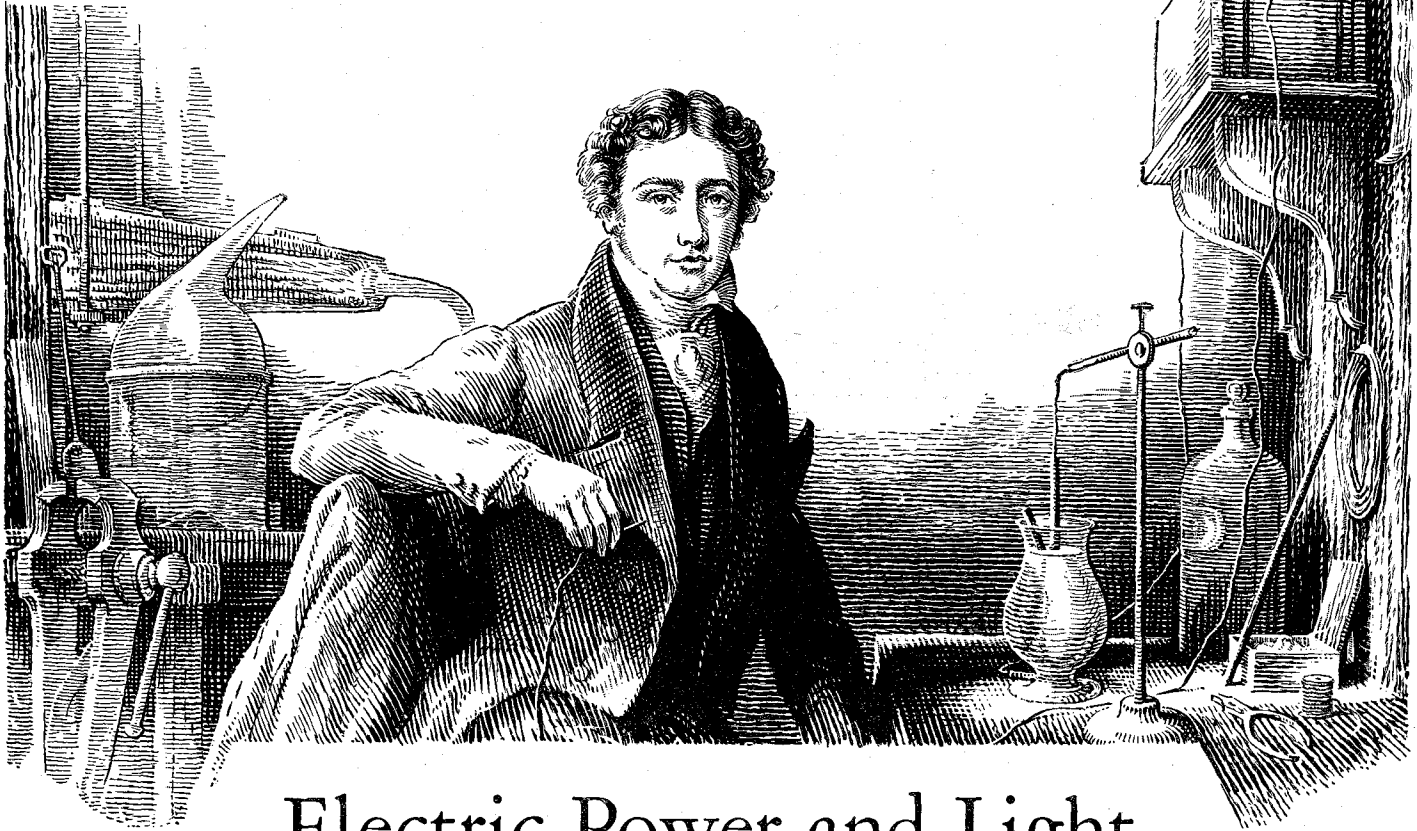
"As a result of the use of the printed word there has been established something besides a sales demand, a something that was once listed as 'good-will'; a something which stands to-day as an intangible asset, but none the less real, over and above the sales demand."

"Does it pay to advertise? This time to the tune of \$50,000,000."

The sale of the Dodge plant, as the *Buffalo Post* sees it, "not only confirms the now general impression that the automotive industry is here to stay, but it also indicates the growing tendency to concentrate the business in the hands of a few." So that the *Lincoln State Journal*, in Nebraska, puts the question: "Is an automobile 'trust' as inevitable as the unsuccessfully resisted oil, steel, sugar and other trusts have turned out to be?" While "banking interests were already deep in the automotive industries," the Dodge development, the *Springfield Republican* observes, "gives to financiers rather than to executives and producers a stronger hold on the business as a whole." The great automobile companies, reflects the *Grand Rapids Press* in the State where so many of them (including the Dodge concern) are located, had originally one-man, one-family, or small group.

MICHAEL FARADAY'S discovery of the method of producing dynamic electricity from magnetism, in 1831, definitely led to the development of modern electrical science. While electric phenomena were recorded by a Greek, Thales of Miletus, about 600 B.C., it was not understood until more than 2,000 years later. Few there are today who do not benefit in a practical way from these early discoveries — none more than the investor who enjoys both the uses and the earnings of electricity in its manifold applications.

P. Grassby



Electric Power and Light *A Product of Science and Investment*

IN 1831, when Faraday discovered the principles upon which the generation of electrical energy are founded, he could not have imagined the potential benefits to mankind which were to flow from his work. Indeed, even we who enjoy these benefits today cannot comprehend their ultimate development. When you press a light button, listen to your radio, ride in a trolley or subway; when your household enjoys the convenience of electrical laundry, cooking, heating or refrigerating devices; when you consider the manifold uses of power brought by wire into industrial plants and offices, you must realize that the business of generating and distributing electricity is one of vital necessity to everybody.

*Electricity
Serves you
Night & Day*

This means much to investors. It gives them a channel for the employment of funds that is

outstanding for solidity, breadth and permanence. Practical state regulation of this industry protects consumers as to quality and cost of service and assures the properties of earning power to attract the capital required for operation and development. Altogether it seems there could be no firmer basis for the further upbuilding of the electric power and light industry, with benefit to everyone, whether customer, investor, or both.

*Investments
of Solid
Foundation*

Halsey, Stuart & Co. pioneered in underwriting and distributing bonds of power and light companies. Its seasoned knowledge in this field of investment is of great benefit to its customers. The meat of this experience is embodied in an interesting booklet, "The Strength of the Utilities," which will be sent without obligation to anyone upon request. Write for booklet LD-45

HALSEY, STUART & CO.

INCORPORATED

CHICAGO 201 South La Salle St.
NEW YORK 14 Wall St.
MILWAUKEE 425 East Water St.

PHILADELPHIA 111 South 15th St.
ST. LOUIS 319 North 4th St.

BOSTON 82 Devonshire St.
DETROIT 601 Griswold St.
MINNEAPOLIS 610 Second Ave. S.

8 extra helps in getting ahead

When You Pay by Check

Are you interested? Then read the facts. Financial authorities approve them. They will prove of great value to you.



HANDLING money so that some day you'll reach independence is harder than earning it. Here are some *new* suggestions that you'll find wonderfully valuable.

Open a checking account, no matter what your income. Handle it properly. Then you'll find financial progress much swifter. For a checking account *actively helps*—in eight distinct ways:

Checks eliminate chances to lose money, to make wrong change, or to pay bills twice (because they always provide a receipt). They stop many unnecessary purchases. They save time—and time is a precious form of money. They always show just where you stand. Only with checks can you handle a family budget intelligently. Then they provide a valuable connection with your bank. And finally they earn the respect of those with whom you have business dealings.

Talk to your banker

This is but one of the great services your bank can render. An *important* one. Some banks make a small monthly charge, where checking balances run below a certain minimum. That is be-

cause such accounts actually represent a loss to the bank. But the small fee is well worth paying. It buys you these great advantages in getting ahead.

Discuss it with your banker. Find out the many other ways in which he can aid and counsel you in becoming successful.

Now—protected checks

All over the country banks today are supplying depositors with checks protected against fraud. They are Super-Safety Checks—safest of any supplied by banks.

Made of fine safety paper, which instantly exposes any attempt at alteration by knife, acid or rubber erasure. Easy to write upon. Handsome and dignified in appearance.

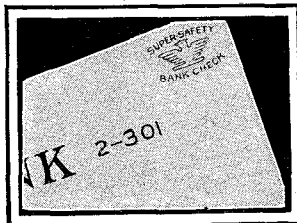
This famous Super-Safety paper is guarded and accounted for like Government bank-note paper. Not a single blank scrap of it, large enough to make a check, is permitted to get out of the factories.

You pay nothing for the protection these checks offer. Ask your banker about this valuable service also.

Send for free book

We have privately printed a book that you will find interesting and valuable. Sound advice on budgeting your income; practical helps in getting more for your money.

You can have a copy—free. Just send the coupon.



This mark identifies Super-Safety Checks—safest supplied by any bank. Look for it!

SUPER-SAFETY
BANK CHECK

Bankers Supply Company, Division
THE TODD COMPANY 3004
5950 S. State St., Chicago.

Please send me book you offer, free.

Name.....

Address.....

City..... State.....

Your Bank

FREE Valuable new book—
"How to Make Money Go
Farther." Send coupon.

BANKERS SUPPLY COMPANY, DIVISION
THE TODD COMPANY
New York Chicago Rochester
Denver Dallas

INVESTMENTS AND FINANCE

Continued

control, but there is now going on a remarkable shift toward corporate management:

Purchases of this kind mark the end of the adventure era, the age of infant growth in the motor industry. General Motors, Studebaker, Hudson and most other motor stocks to-day are purchasable on the Stock Exchange; now Dodge, after its romantic history, is added to the growing list. A splendid service has been performed by the pioneers—the men who built and invented and developed cars for pride's sake, holding control close to themselves, while they scorned dividends and poured earnings back into machinery and equipment. But this vast new industry has become more or less stabilized at last. The "old men" have died off or taken a rest; and except for a few like Henry Ford, who still refuses to brook the interference of any minority stockholders, its leaders have turned it into the stock market like any other business.

The passing is in a way to be regretted. We may be confident that the coming of the motor age would have been retarded if automotive development had been in the hands of directors harried by stockholders on a constant stalk for dividends. We may find it hard to believe that the same progress will be made without this element of personal pride in achievement, the building of a name, the giving of inventive service to an appreciative public. But the press of a terrifically competitive business and the prodding of shareholders no doubt will be, in this latter day, more of a spur to industrial energy than management by the estate of dead men. And in many cases that has been the only choice.

And in Kansas Victor Murdock's Wichita *Eagle* sees the Dodge deal as just one more proof that Wall Street is swallowing all American business:

Wealth in America is a whirling pool and New York City is its vortex. Sooner or later the big corporations are drawn into it. The latest corporation to show signs of swinging from circumference to center is the Dodge Brothers motor-manufacturing corporation. The motor industry in its earlier days was found generally scattered over the country. It was anybody's guess as to where it would center. Southern Michigan, of which Detroit is the industrial and financial capital, proved to be the fortunate spot. But as the corporate concerns which supplied the national market in a new and voracious demand grew in size and riches their control began to swing away from Southern Michigan into that part of New York City where the investment banks are located. The inevitable combinations, products of pads and pencils, followed. The process is a simple one but inexorable—concentration of control, subordination of competition, the elevation of investment profits into first place. The grind is on, not only in motors but in every primary industry. It is true of coal, petroleum, steel, lumber, textiles, meats. The grind has been on for half a century. Generally the nation itself has remained complacent in face of the process. If a corporation is small enough it can feel reasonably safe against the gigantic absorption. To grow big is to be sucked in surely.

CURRENT EVENTS

FOREIGN

April 8.—Patriarch Tikhon, Metropolitan of Moscow and Patriarch of the Holy Orthodox Greek Church in Russia, dies at Moscow after a long illness said to be due to persecutions he had suffered at the hands of the Soviet Government.

April 9.—Premier Herriot of France wins a narrow vote of confidence in the Chamber of Deputies when he admits his Cabinet secretly had inflated the national currency by about 2,000,000,000 francs. The vote was 290 to 246.

Two persons are killed and eleven injured in a fight at Damascus, Syria, between an Arabian mob opposed to the Earl of Balfour and Syrian police and French Algerian troops.

April 10.—Premier Herriot's ministry falls when he fails in a vote of confidence in the Senate on the issue of exceeding the legal limit in the bank-note circulation of the Bank of France by about 2,000,000,000 francs. He immediately presents his resignation to President Doumergue.

The Earl of Balfour is forced to flee from Damascus when a mob of Arabian rioters stone his hotel. He is taken to Beirut, and sails for Alexandria, Egypt.

April 11.—Swiss manufacturers protest against the American system of establishing in Switzerland special Treasury agents who under the new American tariff law are authorized to insist upon examination of the books of manufacturers to determine the cost of the articles they produce, in order to fix tariff schedules on goods exported from Switzerland to America.

April 14.—Aristide Briand is unable to form a French ministry and President Doumergue again requests Paul Painlevé, President of the Chamber of Deputies, to form a Cabinet. M. Painlevé agrees provisionally.

King Boris of Bulgaria is ambushed by a small band of Communists, and General Gheorghieff and another man are killed and the chauffeur wounded.

DOMESTIC

April 9.—President Coolidge refuses the request of Peru for modification of the award in the Tacna-Arica dispute and asserts his decision is "final and without appeal."

John Van Antwerp MacMurray of New York, assistant Secretary of State, is appointed by President Coolidge to be Minister to China, to succeed Jacob Gould Schurman, who has been elevated to the Embassy at Berlin.

Frederick C. Hicks, former Representative of New York, is appointed by President Coolidge to be Alien Property Custodian, to succeed Thomas W. Miller, who resigned to work for the American Legion.

April 10.—President Coolidge releases for National Guard use the \$1,742,800 in excess of budget figures voted by Congress for the next fiscal year.

Capt. Edward H. Campbell, Assistant Chief of the Bureau of Navigation, is appointed Judge Advocate-General of the Navy, succeeding Rear-Admiral Julian A. Latimer, who has been assigned to command the special service squadron in Central American waters.

April 12.—The Post Office Department plans a mail and passenger air service

Wider horizons

.....through coupons



Coupons from well secured bonds pay for breathing spells. They broaden the opportunity—to be more, see more, do more. Regular investment in the high-grade bonds we recommend increases the income scope of your funds. Experienced counsel at your service. Offices in more than 50 leading cities.



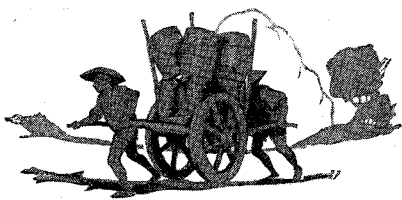
THE NATIONAL CITY COMPANY

National City Bank Building, New York

BONDS

SHORT TERM NOTES

ACCEPTANCES



23 World Cruises in rare comfort, with calls at 21 ports.

Enjoy luxurious President Liners on your trip Round the World. Dollar Liners complete 23 world cruises each year.

They sail every two weeks, calling at Hawaii, Japan, China, the Philippines, Malaya, Ceylon, India, Egypt, the Mediterranean, Italy and France.

Generous stopovers between the arrival and sailing times are allowed at each port of call. Or you may arrange to remain in any port or ports for two weeks, four weeks or longer, continuing on a subsequent President Liner.

Palatial oil-burners, these ships provide elaborate accommodations and a world-famous cuisine. You sleep in beds, not berths.

For complete information communicate with any ticket or tourist agent or with

15 Moore Street, New York City
29 Nanking Rd., Shanghai
Hongkong and Shanghai Bank Bldg.,
Hongkong

24 Calle David, Manila

Hugh Mackenzie, G. P. A.
311 California Street, Department M-1004
San Francisco, California

DOLLAR STEAMSHIP LINE

Use Cuticura Soap And Ointment To Heal Sore Hands

Imperial
Sanitary
Floor

Put on like Plaster
Wears like Iron
-waterproof
fireproof
resilient
noiseless
dust-
less

A composition material easily applied in plastic-form over practically any kind of floor. Laid about 1/4 inch thick. Imperial Floor does not crack, peel or come loose from foundation. A continuous fine grained, smooth, non-slipping surface. No crevices to gather grease, dirt, dust, disease, germs or moisture. Ideal Floor for Kitchen, Pantry, Bathroom, Laundry, Porch, Garage, Restaurant, Theatre, Hotel, Factory, Office Building, Railroad Station, Hospital—wherever a beautiful substantial floor is desired. Several practical colors. Full information and sample FREE of your first and second choice of color. Imperial Floor Co., 381-383 Halstead St., Rochester, N. Y.

A Success for 15 Years

CURRENT EVENTS

Continued

linking most of the chief cities in the United States, says a Washington dispatch.

April 13.—The United States Supreme Court renders a decision holding that the Kansas Court of Industrial Relations is unconstitutional in that it is established under a law which violates the Fourteenth Amendment.

The Ford Motor Company inaugurates its own air service when the first plane makes a round trip between the Ford airport at Dearborn and Maywood, a Chicago suburb.

The United States Supreme Court holds that California's inheritance tax may be imposed upon an estate before the Federal inheritance or estate tax has been deducted.

April 14.—A huge sculptured slab erected to King Ur-Engur, who ruled Babylonia in 2300 B.C., has been discovered at Ur of Chaldea by the joint expedition of the University of Pennsylvania and the British Museum, announces Dr. George Byron Gordon, of the University of Pennsylvania.

The Roumanian Government has been asked to take steps to refund the \$42,000,000 loaned by the United States for relief purposes, according to a Washington dispatch.

Exports from the United States in March amounting to \$452,000,000 constitute a record, Secretary of Commerce Hoover announces to the Cabinet. The imports for the month are valued at \$385,000,000, leaving a balance favorable to the United States of \$67,000,000.

More than 2,000 government clerks were dismissed in Washington during March, it is announced, and it is said that the weeding-out process will continue.

Genealogical.—Two colored men were standing on the corner discussing family trees.

"Yes, suh, man," said Ambrose, "I can trace my relations back to a family tree?"

"Chase 'em back to a family tree?" said Mose.

"Naw, man—trace 'em—trace 'em—get me?"

"Well, they ain't but two kinds of things dat live in trees—birds and monkeys—and you sho' ain't got no feathers on you."—*Western Christian Advocate.*

Hazardous Shopping.—A certain celebrated Arctic explorer had met an Eskimo native, who wore an expression of extreme worryment. (Even Eskimos get worried occasionally.)

The explorer demanded the reason.

"My wife asked me to match a piece of goods for her," was the answer.

"And is that so much of a job?"

"It's liable to be. She wants me to match that polar bearskin gown she wears."—*American Legion Weekly.*

Borrowing as a Fine Art.—"Hullo, Brown. Are you using your lawn-mower this afternoon?"

"Yes, I'm afraid I am."

"Splendid! Then you won't be wanting your tennis racket—I've broken mine!"—*Humorist (London).*

GERMAN ARMY OFFICERS' FIELD GLASSES

Brand New



8 power \$9.85 Postpaid

Genuine German War glasses purchased at exceptionally advantageous rates of exchange.

Manufactured by most prominent of German optical factories. Many were received direct from the Allied Reparations Commission. Conservative \$20.00 value.

Finest achromatic day and night lenses. 40 m.m. objective. Dust and moisture proof. Pupillary adjustment. Built for service regardless of cost according to strictest military standards. All glasses guaranteed in perfect condition. We have sold 50,000 pair of this model to date.

For the races—rail and ocean travel—for bird and nature study—hunting or motoring—for the summer home.

Shipped promptly upon receipt of check or money order for \$9.85, under positive guarantee of full cash refund for any glasses returned. Carrying case \$1.00 extra.

Order your field glasses today

HENDERSON BROTHERS

Largest importers of field glasses in America
101 Federal Street Boston, Mass.

CUTS HEAL QUICKLY and cleanly, pain is relieved if bandaged with gentle, antiseptic

Mentholatum

Write for free sample

Mentholatum Co., Buffalo, N. Y., Wichita, Kans.

CALOX

OXYGEN
TOOTH POWDER

Your dentist uses a powder to clean your teeth.

2 ASK HIM WHY

A Boy Scout's Adventures

Scout Marr's new book, INTO THE FROZEN SOUTH, is a boy's account of his voyage in 1921 on Sir Ernest Shackleton's expedition from London to the Antarctic ice fields. Don't miss it. Exciting scenes in ports and aboard ship! Bull fights in Spain and Portugal! Ship frozen in! Tragic adventures with animals! A book every red-blooded boy will devour. 29 photographs. 256 pages.

Crown 8vo. Cloth. \$2, net, \$2.14, post-paid.

FUNK & WAGNALLS COMPANY, Publishers, 354-360 Fourth Avenue, New York

DIABETES

has killed millions. For ages a cure was unknown. But since insulin was discovered recently there's a good chance for recovery. Read about it in

MANUAL FOR DIABETICS

By Gladys L. Boyd, M. D., and Marion D. Stalsmith,
Toronto Diabetic Clinic

It describes modern medical treatment; urine tests—which you can make yourself; what to eat—gives food recipes and menus, and caloric values. Introduction by F. G. Banting, M. D., one of the discoverers of insulin, who says diabetics should read the book.

101 pages. 12mo. Cloth \$1.50, net; \$1.60, post-paid

FUNK & WAGNALLS COMPANY, Publishers, 354-360 Fourth Avenue, New York

THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

crozed.—"C. C.," Greenville, S. C.—"Will you kindly give me the meaning of the word *crozed* used in relation to staves for barrels? I have been unable to locate the word in any dictionary."

The noun *croze* is to be found defined in the FUNK & WAGNALLS *New Standard Dictionary* as, "The groove in the staves of a cask in which the edge of the head is set." *Crozed* is a participial adjective formed from *croze* (verb), to make the croze or groove in the staves of a cask.

detour.—"W. S. F.," Pittsburg, Texas.—*Detour* may be used as a verb, and when so used means "to make a detour; to turn aside from the direct way; to go round about." It was first used in "Tait's Magazine" in 1836: "This has been a busy week: rambling and climbing, touring and *detouring*."

W. T. M.," Columbus, O.—(1) The word *joule* is pronounced *jaul*—*au* as *ou* in *out*, but it is frequently mispronounced *jul*—*u* as in *rule*. The electrical unit is named for J. P. Joule, the English physicist; and his name is pronounced *jaul*. (2) The main stress in the word *laboratory* is on the first syllable—*lab'o-ra-to'ry*.

displace, replace.—"L. H. T.," Chicago, Ill.—While in one sense the word *displace* has the meaning "to take the place of," even in that sense it conveys an impression of pushing and crowding, a synonym of *oust*. *Replace*, which is synonymous with *substitute*, is the correct word to use in the sentence quoted—"The following shall *replace* section 11 of Specification C-100-9402."

ellipse, ellipses.—"D. W. MacA.," Boston, Mass.—The plural of *ellipse* is formed regularly, according to the FUNK & WAGNALLS *New Standard Dictionary*, and is, therefore, *ellipses*, pronounced *e-lips'es*—first *e* as in *get*, *i* as in *hit*, and second *e* as in *over*. It differs from the plural of *ellipses* in that its final syllable is unstressed.

"H. McC.," Miami, Fla.—Both the sentences, "I have not any money" and "I have no money" are correct. We prefer "I have not any money," as the more direct and emphatic. The second is a form current in English sanctioned by usage. "I have" asserts possession, but "no money" is equivalent to *nothing*; hence our preference.

"C. A. R.," Bozeman, Mont.—The word *rotogravure* is pronounced *ro'to-gra-viur*—first *o* as in *go*, second *o* as in *obey*, *a* as in *final*, *iu* as *eu* in *feud*.

expenditure.—"H. S.," Washington, D. C.—"Is the word *expenditure* used correctly in this sentence: 'The expenditure of \$1,000 to the Safety Council of the State of New York represented a consideration for a benefit flowing directly to the corporation?'"

The use of the word *expenditure* in the sentence given is allowable. A better word, however, would be *disbursement*.

family.—"H. W. R.," Fort Sherman, C. Z.—The word *family* is a collective noun, and agrees with its verb in the singular or in the plural number, according to the idea to be conveyed. For example, one may say "the family *is* in danger," because here its members are thought of collectively; but in the sentence "the family *are* united," the plural form is used because the idea in the mind is not that of unity, but of plurality; the meaning being "the members of the family are united."

"B. E. M.," Shanghai, China.—(1) What is the correct expression, "All the morning," or "All morning," "All the day long," or "All day long"? (2) How is this word spelled: *goodbye*, *goodby*, *good-bye*, or *good-bye*?"

(1) The use of *all morning*, *all the morning*, *all day*, *all the day*, is a matter of individual preference; the shorter expression is preferred.

(2) The FUNK & WAGNALLS *New Standard Dictionary* gives a preference to *good-by*, but records *good-bye* as alternative, and hyphenates both.

"No wonder you thought it needed charging"



JUST see what a few strokes with a wire brush did for this chap's battery. Now, the corroded terminal is clean—and greased. The battery can do its job.

Point is, he relied on an occasional inspection by his neighborhood Willard Battery Man. The trouble was discovered before his battery ran down. That saved him a recharge.

Lots of ways we can save you money. Take reinsulation. Why figure on paying at least one reinsulation bill for every battery you buy?

You're much better off with a Willard Threaded Rubber Battery. Then you can put it up to us to do this job *without charge*, if the insulation does not last for the entire life of the plates.

We save you money whether you buy a new battery or have the old one repaired.

We service all makes and sell Willards

For better radio reception, use storage batteries

The Willard Battery men

THE • SPICE • OF • LIFE

Marine Intelligence.—BOATMAN (to merry-makers)—"I must ask you to pay in advance, as the boat leaks."—*Copenhagen Klods Hans.*

A Poor Risk, Anyhow.—AGENT—"You had better let me write that insurance for you, Rastus."

RASTUS—"No, sah, boss; I is not too safe at home, as it is, sah."—*Libertarian.*

To Say Nothing of the Bones.—CUSTOMER—"It's tough to pay fifty cents a pound for meat."

BUTCHER—"Yes, but it's tougher when you pay twenty-five."—*Illinois Wesleyan Argus.*

True Eloquence.—"He made an unusually good after-dinner speech."

"What did he say?"
"He said: 'Waiter, give me the check.'"—*Jester.*

Try This on Your Grocer.—GROCER—"Well, little boy, what can I do for you?"

LITTLE BOY—"Mother sent me to get change for a dollar, and said she would give you the dollar to-morrow."—*Kansas City Star.*

Garrulous Polly.—"I think," she said, as she came into the room, "that I will give that parrot away."

"Yes," replied the young man who was calling; "it would only be tit for tat. It has been doing as much for you."—*Boston Transcript.*

The Added Burden.—NELSON—"The poor we have with us always."

RILEY—"Yes, and aren't their flivvers a nuisance?"—*Kansas City Star.*

Something to Chew On.—"Have you THE LITERARY DIGEST?"

"No. Nothing but Wrigley's and Bee-man's."—*Hudson Observer.*

First Catch Your Microbes.—DOCTOR—"Deep breathing, you understand, destroys microbes."

PATIENT—"But, doctor, how can I force them to breathe deeply?"—*Boston Transcript.*

Literally.—OLD LADY (visiting State Prison)—"I suppose, my poor man, it was poverty brought you to this."

COUNTERFEITER—"On the contrary, mum, I was just coining money."—*New Haven Registrar.*

Tho It Could Be Worse.—"Josh," said Farmer Wilkins to his son, "I wish, if you don't mind, you'd eat off by yourself instead of with the summer boarders."

"Ain't my society good enough for 'em?"
"Your society's all right, but your appetite sets a terrible example."—*Mutual Magazine.*

Looking on the Bright Side.—WIFE (cataloging maid's misdeeds)—"And today she admitted she dropt baby."

HUSBAND—"Very honest of her, my dear. She might have said he came to pieces in her hand."—*Punch.*

Seeking Seclusion.—The bishop was frankly surprized as he faced his pretty young caller.

"Do you wish to spend the rest of your life in a convent?" he asked.

"Heavens, no!" replied the girl. "Only until my bob grows out again."—*American Legion Weekly.*

Feed the Brute!—WIFE—"How would you like mother for lunch, dear?"

FED-UP HUSBAND—"Fried!"—*Passing Show (London).*

His Turn At Last.—DOCTOR (after removing his barber's appendix)—"And now, my dear sir, how about a little liver or thyroid operation? And your tonsils need trimming terribly."—*Judge.*

Fine.—OFFICER (to couple in parked auto)—"Don't you see that sign, 'Fine for parking'?"

DRIVER—"Yes, officer, I see it and heartily agree with it."—*Stevens Stone Mill.*

Why They Parted.—ERMYNTRUDE—"They tell me you love music."

REGINALD—"Yes, but never mind; keep on playing."—*The Sydney Bulletin.*

Or Perhaps Forty Years Hence.—It is a solemn thought that you, gentle reader, may be reading this paragraph twenty years hence in a dentist's waiting-room.—*Passing Show (London).*

Paving the Way.—"The dealer made you pay more than this car is worth," commented the candid friend.

"I know it," answered Mr. Cumrox. "I'm selling him a piece of property, and I want to convey the impression that I am guileless and easy."—*Washington Star.*

Their Real Value.—All joking aside, these intelligence tests really do indicate those who have brains. Those who have, don't take them."—*Purple Parrot.*

Indeed a Model.—TRUE—"A model husband, isn't he?"

SUE—"My dear, he can read a book while he is waiting for his wife and understand what he is reading!"—*Science.*

Shakespeare Up-to-Date.—"Shakespeare anticipates everything."

"What now?"
"His advice to the Senate—'Nor wear your heart upon your sleeve for Dawes to peck at.'"—*Louisville Courier-Journal.*

Sensible.—"Most sensible tea I ever attended."

"How now?"
"The hostess went to a restaurant and rented a supply of those broad-armed chairs."—*Louisville Courier-Journal.*

That Evasive Answer.—At a college examination a professor asked: "Does the question embarrass you?"

"Not at all, sir," replied the student; "not at all. It is quite clear. It is the answer that bothers me!"—*Watchman-Examiner.*



THE WAY IT SEEMED TO YOUNG JONES WHEN HE WENT TO ASK HER PA'S PERMISSION TO MARRY HIS SWEETIE

—From Judge.

Armistice Ended.—Slimkins and his young wife had just completed their first quarrel.

"I wish I were dead," she sobbed.
"I wish I was, too," he blurted out.
"Then I don't wish I was," and the war continued.—*Pearson's Weekly (London).*

Took Him At His Word.—The two commercial travelers were discussing the careless way in which trunks and suitcases are handled by some railway companies.

"I had a very cute idea for preventing that once," said one of them, smiling reminiscently. "I labeled each of my bags 'With Care—China.'"

"And did that have any effect?" asked the other.

"Well, I don't know; you see, they shipped the whole darned lot off to Hong-kong."—*Pittsburgh Telegraph-Chronicle.*

Told of Tom Lawson.—"He was always full of quips," a Boston banker said, speaking of the late Thomas Lawson. "A few years ago I attended the funeral of a millionaire financier—one of those 'high financiers' whose low methods Lawson loved to turn the light on. I arrived at the funeral a little late. I took a seat beside Lawson and whispered, 'How far has the service gone?' Lawson nodding toward the clergyman in the pulpit whispered back tersely, 'Just opened for the defense.'"—*Boston Transcript.*